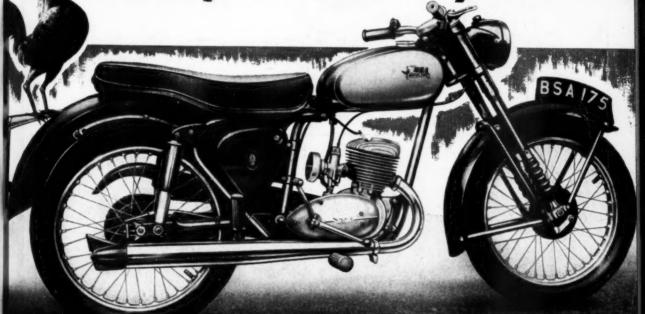
WHAT I RODE IN 1957

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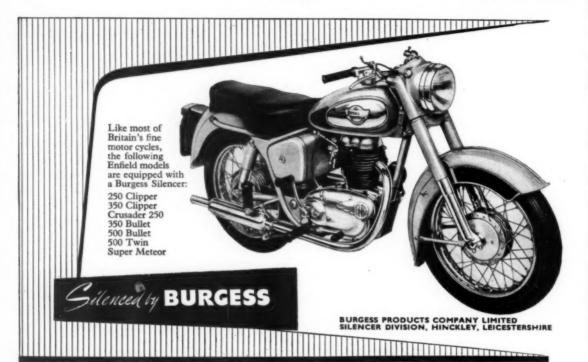
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# MOTOR YCLE

Largest Net Sale in the World

#### Thursday 2 January 1958

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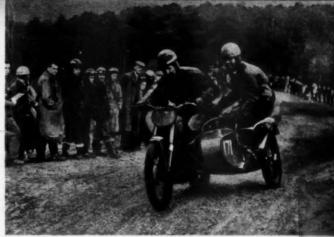
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EDITOR HARRY LOUIS

ASSISTANT EDITOR
GEORGE WILSON

Vol. 100 No. 2855 55th Year of Publication



Boxing Day scrambles drew large entries and large crowds. Here Frank Wilkins and Kay Saunois perform zestfully with their Ariel outfit before the enthusiasts who flocked to Pirbright Common, Surrey

#### **New Year Greetings**

DOXING DAY scrambles in the north and south—and meetings held in various parts of the country last weekend—were magnificently supported. Entries were fully up to anticipated levels (two meetings, held within seven miles of one another on Boxing Day, attracted between them nearly 300 riders and drivers). The scrambles in particular brought out large crowds. On both Christmas Day and Boxing Day motor cyclists were out and about in vast numbers, visiting relatives and friends or merely seeking the sights and sounds and the relatively empty roads of the countryside in winter. In short, the motor-cyclists' year, which was born so inauspiciously as a result of fuel rationing, ended with all the virility that is such a characteristic feature of the motor-cycle game.

This is the second day of another year. The sporting calendar is opened tomorrow by that great long-distance classic, the Motor Cycling Club's Exeter Trial, in which competitors will cover 330-odd miles between starting and finishing and be in the saddle almost continuously for approximately 14 hours. We seize this opportunity, while wishing "Exeter" competitors bon voyage, of extending New Year greetings to all our readers. That the sport will go from strength to strength—in spite of the myriad difficulties facing trials organizers—there can be no possible doubt. We look forward to 1958 as a year of achievement, not only in the sporting field but in the many separate, yet coalescent, realms of technology. May the dreams of all sportsmen, all engineers, all who love motor cycles and motor cycling, be realized in the months ahead. A happy and prosperous New Year to you all.

#### Street Lighting

DIVISIONAL road engineers, in conjunction with local authorities, are being asked to make a survey of all trunk and classified roads as a first step in considering what action can be taken to ensure uniformity in street lighting. In the meantime, the Minister of Transport is requesting adjacent local authorities to form joint advisory committees to co-ordinate plans when re-equipment is undertaken. These developments are a tardy move to reduce the chaotic administration in England and Wales where no fewer than 3,200 different authorities are responsible for the lighting of important roads and a further 5,000 parish councils are permitted certain jurisdiction in their areas. The result is such serious inconsistency in lighting that experts are suggesting it is one of the major causes of accidents.

Every road user is familiar with the remarkable differences between the lighting in, say, one borough and the next. At best both systems may be first class and the change from one to the other simply distracting; at worst one may be modern and the other so far short of current standards that its pools of gloom are a source of danger particularly when drivers have just passed out of the well-lit area. In a journey of 100 miles on trunk roads it is rare to find two systems alike. During the past few years outstanding technical progress has been made and large sums have been spent on re-equipping by many authorities. But patently the best results will be obtained only when the Ministry of Transport decides on the most suitable equipment and lays down standards for its use.

# Occasional Comments

By "IXION"

#### Unusual Christmas Card

UR friends, Moto-Guzzi, always send out an unusual Christmas card. This year's picture portrays carpenters at work (possibly in Assyria?) on the construction of the first wheel, the invention which stands second only to the use of fire in the evolution of human society. The version depicts brown men in white kilts making wheels out of large slabs of wood, fretwork fashion. As a lad I was told this story in a very different guise. According to that version, before the wheel came the roller. Some prehistoric engineer spotted a felled trunk of fairly even diameter over most of its length. He chopped off-let us imagine-two 6ft rollers and used them for hauling timbers and so forth. Ultimately it dawned on somebody that they might save weight and friction by sawing a 6ft trunk into 1ft cheeses. The next man burnt a hole through the centre of the wooden cheese and made a hardwood axle. A generation or two later came the Iron Age and we got metal tyres shrunk on to wooden assemblies of felloe, spokes and hub. And so at long last mankind got the delightful Guzzi Galetto scooter! David Attenborough's Zoo Quest TV series in the wilds of New Guinea has lately introduced us to a tribe which still lives in the Stone Age and has no metal tools. Recently he showed them sorting from a stream bed hard stones out of which to produce a primitive axe.

#### Power Up Your Sleeve

COME while ago I remarked rather rashly in this column That as my weight disqualifies me from doing justice to a moped or scooter, I have occasionally trailed one of the little 'uns on a three-fifty or five-hundred, watching the lad in front to see how far his lack of c.c. might handicap him in the manifold exigencies of a busy and hillsome route. One of our younger readers joyfully tells me that his pet hobby is to select some fast and potent stranger and chivvy him aboard the Bantam which is all my correspondent can as yet afford. That is, of course, an incredibly dangerous exercise entailing late braking, cornering up to the limit and using lots of throttle downhill. Sir Henry Segrave, one of our finest men at the wheel of anything fast, used to preach the safety value of always having power in reserve. "You can," he would say, "swerve away from trouble on a small car. You can stop short of trouble on a small car if your brakes are in good adjustment. But you can only accelerate out of trouble if you have a spot of engine to spare."

#### Jay Ped

HAVE had the narrowest escape of my life. Not on a motor cycle. Not in a car. Just on my two flat feet. Almost like any old woman with an armful of shopping. The fact is unimportant. But the manner is important, especially when it trapped such a road-hardened old lightning reactor as myself. I wanted to cross a wide, urban road. Not even in the



Reader A. R. Flowerdew sends this picture of his two-fifty B.S.A. outfit taken on the Lianberis Pass, North Wales. He made the chassis and body in his home workshop for an outlay of about £15. The 1939 overhead-valve B.S.A. was bought in 1955 for £12 10s and subsequently overhauled. With a passenger (Mrs. Flowerdew, seen in the picture) a comfortable cruising speed is 35 m.p.h. and fuel consumption is 90 m.p.g.

rush hour. My side of it was parked solid for 400 yards. The kind of park into which no American car of the tank-transporter type could ever wheedle his way, even with power steering. Like a fool I elected to thread the strip of parked vehicles between two tallish motor vans outside a large hotel. I took a dekko along the street both ways, stepped quickly into the foot space between the two vans and-swoosh! My nose was nearly sliced off by something as I did the smartest 10-toe stop of my life. The projectile had just emerged from the parking strip 60 yards along to my right after a long wrestle to get out. Its owner was in a vile temper and had trodden heavily on the throttle to release his rage. Mine was a mistake I shall not repeat. The moral is simple: don't wriggle through an endless kerb park unless you can clearly see what its individual units are doing on both sides of you for about 100 yards. (Note: The car was an M.G. If I have to die under a car I think I'd prefer an M.G.—tough, fast and British. It would probably make a quick job of it.)

#### **Bubble Cars**

THE so-called bubble cars are nearly all first cousins of ours in that motor-cycle lines can be seen in their construction, while they take advantage of many famous motor-cycle engin whee sense if he has a seem beau no cl abour new to the cars, baby ment

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engines-B.M.W., Villiers, Excelsior and others. The threewheelers are, of course, formally associated with us in a legal sense. That being so, a motor cyclist may perhaps be forgiven if he strongly objects to the rather absurd generic name which has already been unofficially tagged on to them and which seems quite likely to stick. A bubble is certainly "a thing of but it shirks the second half of Keats' line, for it has no claim to rank as "a joy for ever," its existence being just about as evanescent as possible. If we wish to preserve this new and sturdy breed from carrying such a reproachful name to the tomb we must act quickly. The original families of wee cars, headed by the Austin Seven, were known for a time as baby cars-a more affectionate label, but hardly complimentary. Moreover, a baby grows whereas the Heinkel, Isetta, Frisky and the other newcomers are static as regards size. The term midget is not really offensive though it possibly has a faint suggestion of patronage. Remember that some of this new breed cost over £500 and so cannot be insulted with impunity. My brain is a vacuum on the subject. Possibly midget is as near the truth as we could get?

#### Idle Patents

AREADER—one of the many who has felt inclined to wear black ever since the big, Vincent ceased to be manufactured—asks what happens to outstanding patents once incorporated in a model no longer made. The answer is as sad as it is obvious: they remain idle until they lapse unless some surviving rival considers it worth while to buy them up or to take out a licence. Anticipating my answer, my correspondent goes on to suggest that the Vincent servo-assisted clutch has long ranked as the best motor-cycle clutch in the world, being positive, smooth, reliable and lighter in action than any rival in spite of the enormous b.h.p. it had to transmit when the rampant engine was fully unleashed. Since rival clutches demand greater muscular exertion, could not the Vincent servo be substituted for some of them, if only under licence? (He does not cope with the comparative costs of

manufacture.) It is alleged that heavier controls than the Vincent would not be quite so heavy if they were lubricated weekly. If that is true, better provision should be standardized for lubricating control cables. One cannot bet on matters which are unverifiable but I feel quite certain that the average clutch control is lucky if it gets a drip of oil once a month. For such failures I should blame the manufacturer quite as much as the user, for the method of lubrication should be (a) obvious and (b) simple. It is seldom either.

#### Night Blindness

JOBODY in authority takes the trouble to verify the quality of our night vision. If average night vision was considerably worse than average day vision, the figures for darkness and daylight accidents would display a far greater contrast than they actually do. Ergo, we may infer that a careful chap, using good lamps to the best effect, coupled with sensible speed reductions and special caution, is just about as safe as the average daylight driver. Against any toocomfortable theory on the point two facts are arrayed. Fact No. 1 is that figures show night driving to be riskier than day driving in spite of emptier roads. Fact No. 2 is the dogma of oculists, who say that quite a lot of folk should not be allowed to drive after dark. My oculist cites three points in support of the dogma: (a) a proportion of us are very "dazzlesensitive"; (b) a proportion of us enjoy fair vision by day but are very poor-sighted in the dark (I belong to this category-I found myself practically helpless with the 1939 type of headlamp mask); (c) some of us are temperamentally "casual" drivers at all times-under conditions of perfect vision such a man is not dangerous on the road, but he cannot be trusted to produce that extra caution which night travel demands. Unfortunately my oculist perceives no practicable method by which the black sheep could be sieved out of the flock. Radical eye tests for the millions of licensed drivers are hardly possible. The solution is conscientiousness on the part of individuals.





# What I Rode in 1957



PART 1—FACTORY T.T. MODELS,
HOME-BUILT SPECIALS AND A
SAWN-OFF SHOT GUN: SOME
THROTTLE-HAPPY OCCASIONS

On the way to two miles a minute. The R.E.G. is low built and has a small frontal area

NE conclusion is inescapable as I look back over the year's riding: many of our roadsters weigh far too much—a point made by Alan Baker in his article "Today and Tomorrow," published in December. Don't imagine my recollections of 1957 are predominantly critical; as usual the mileage has been pleasant and varied. So much so that I still revel in the hold which motor cycling has on me; after 24 years' riding the novelty has long since worn off but the fascination remains. From the humblest moped to the fleetest racer, I love 'em all.

#### By VIC WILLOUGHBY

But criticism stimulates progress and, I repeat, weights are too high. Last June in the Isle of Man, I had a brief gallop on the three-fifty Moto-Guzzi with which Keith Campbell had just finished second to Bob McIntyre (Gilera) in the Junior T.T. A 140 m.p.h. device with fantastic braking, ultra-light handling and superb steering and roadholding, the Moto-Guzzi scaled a mere 240 lb even with a supplementary petrol tank (for a non-stop 264-mile run) and fatter tyres than usual. Normally the model weighs only 227 lb.

During the year I also rode some 75 m.p.h. three-fifties, 85 m.p.h. five-hundreds and 95 m.p.h. six-fifties—all popular roadsters. Their weights? On average about 200 lb more than the Moto-Guzzi. Even allowing for the expense of light alloys and for the weight of the touring equipment, the discrepancy is too great. Excess weight hampers acceleration and braking; it wastes petrol. It has to be hoicked around the garage and heeled through corners. Maybe 2 cwt is an unrealistic target for a high-performance roadster but surely 3 cwt is not? But not all the year's roadsters topped 400 lb. There were four outstanding newcomers whose ease of handling and sprightly performance exemplified the benefits of light weight. They were the 172 c.c. Aer Macchi Chimera, the 192 c.c. Velocette Valiant, the 249 c.c. Francis-Barnett Cruiser 80 and the 249 c.c. Greeves Fleetwing. Each scaled about 24 cwt dry.

Between them, Campbell's Moto-Guzzi and the four lightweight tourers gave the lie to the reactionary view that plenty of weight is indispensable for comfortable springing, good roadholding and smooth running. No doubt suspension and vibration problems become more difficult as weights get lower, but none of the models mentioned had bad springing or vibration characteristics; indeed, some of them were well above average in these respects.

The flip on the Moto-Guzzi certainly stirred my pulse and left impressions similar to those formed during rides on its predecessors. Similar—but even more pronounced because of the 30 lb shed since 1956 and the extra mite of power squeezed from the engine at the same time. Alas and a'ack, it may prove to have been my last frolic on a Moto-Guzzi T.T. model now that the manufacturers have withdrawn from racing. What a superlative tool it was! With the exception that the steep inclination of the induction pipe made starting tricky, that three-fifty was almost all virtue and precious little vice. Certainly I've no quarrel with Campbell's assertion that it is the world's best racing device in its class.

What weight remains is slung really low (the cylinder is horizontal, of course) so that incredibly little effort is required for bend-swinging, even at speeds of two miles a minute. With the machine at rest a manual suspension check showed the front and rear shock absorbers to be notably well damped on recoil. That usually implies leechlike roadholding and no pitching, and the implication was amply borne out. While the upper reaches of the Mountain road do not harbour the worst of the circuit's bumps, the rippled surface on the fast right-

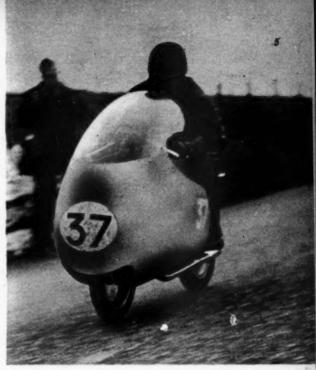
hand bend which starts the Mountain Mile will usually expose any shortcomings in suspension. Campbell's three-fifty swept through that curve as if on rails. Yes, it did snake a trifle when caught by stiff gusts on exposed sections. That's something on the debit side of ultra-light weight with comprehensive streamlining. But in fairness I should say the disturbances were not at all worrisome.

Gearing was unusually high (4.15 to 1 top in T.T. trim) and peak power, produced at 7,600 r.p.m., is no more than 38 b.h.p. at the rear wheel—if anything a shade less. Yet the model gathered speed at an extraordinary rate in all five gears—in the lower speed ranges, the fruits of low weight; at the top end of the scale, the fruits of efficient streamlining.

Because of the 30 lb saving mentioned earlier (and, of course, contributing to it) the 1957 three-fifty had a single front brake instead of the earlier duplex pattern. Nevertheless, phenomenal stopping power was one of the Moto-Guzzi's bull points and probably no other single feature helped Campbell more towards his world's 350 c.c. championship.

The advantage could not have been demonstrated better than it was in the Dutch Grand Prix, when Campbell beat McIntyre after a titanic struggle. Both men and both models were on peak form and notwithstanding everything McIntyre and 45 b.h.p. could do for the Gilera on the tortuous Assen circuit, Campbell's ability to outbrake his rival consistently proved to be the decisive factor. Before the war Bill Stout gave the aircraft industry his famous dictum: "Add more lightness and simplicate." The Moto-Guzzi engineers long since perceived the wisdom of that approach. Great benefits lie in store for the ordinary rider when manufacturers of roadsters are able to give the matter the attention it deserves.

Before discussing in detail my impressions of the four light-



Riding the reverse way of the course, Willoughby sights the next bend while taking Keith Campbell's Moto-Guzzi three-fifty up through the gears. The machine had finished second in the Junior T.T.



weight roadsters named earlier, let's consider a few more T.T. models. Two of them are parallel-twin two-fifties: the Czech Jawa and Bob Geeson's home-built R.E.G. Unquestionably the Jawa was too heavy at 310 lb. But that was because only the new engine was built by June and so it was clapped into the frame of one of the old three-fifties. The weight difference between the Jawa and the Moto-Guzzi confirmed one of my earlier conclusions, however, for the Jawa was less disturbed by side winds.

From the moment I collected it in Douglas the model endeared itself to me, for starting was absurdly easy. When inspecting the power unit earlier I was struck by its several points of resemblance to the all-conquering N.S.U. Rennmax twins of 1953 and 1954. The ease of starting strengthened the resemblance and so did the sheer delight of every minute spent at the controls. Not that the Jawa can match the Rennmax for performance. A precise check of top speed was not practicable for the gearing was unknown. But with an estimated maximum of 120 m.p.h. the new Czech twin was probably some 10 m,p.h. slower than the 1957 world's champion two-fifty (the F.B. Mondial single), while the Rennmax is said to have clocked 135 m.p.h. at Hockenheim before its withdrawal from racing.

For all that, the little Jawa had many of the mannerisms of the earlier Rennmax models and it continued to charm me until it was returned

Four Czechs and an Englishman. After playing with the Jawa twin, the author listens to a tale by Frantiscek Stastny, the Czech champion

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Evening mist on the Mountain road makes it necessary to peer over the edge of the L.E.F. screen

to its stable. I was told that peak power (30 b.h.p.) was produced at 11,000 r.p.m., so megaphonitis from 3,000 to 4,000 r.p.m. is scarcely a valid point of criticism, especially as there are five gears. From 4,000 r.p.m. to peak the engine was remarkably tractable and it was sheer delight to swop cogs in either direction.

Steering? Feather light yet absolutely positive. Gaily I whistled the model back and forth between the Guthrie Memorial and the East Mountain Box, repeatedly reaching 10,500 r.p.m. in top one way and the same engine speed in fourth the other. I am sure the model would have gone quicker if I had been able to see clearly through the screen. But there was considerable glare from the unpainted aluminium fairing and dash and so I had to look over the screen, thus putting my head in the airstream.

At top speed the footrests transmitted a slight high-frequency tremor. Czech champion Frantiscek Stastny said he never noticed it, but I think he may have had his tongue in his cheek, for it seemed significant that the exhaust-pipe mounting was extremely flexible. How could I fail to be impressed by the size of the brakes? They were of 10½ in diameter and the front had both shoes leading. Their power was no less impressive—in fact, I quickly came to the conclusion that a rash grab at the front-brake lever would bring swift disaster. As a rule factory riders are too self-composed to commit such blunders, but as braking power increases

surely controllability becomes more critical?

If I didn't know its history, the thing that would surprise me most about the R.E.G. is its humble origin. British specials in the 250 c.c. class are nothing new, but Geeson's beautifully finished engine is his own brainchild, the work of his own hands; and the model's performance, while not comparable with that of top-notch Italian machines, is nevertheless highly creditable. Naturally I sought to compare the R.E.G. with the Jawa. Since Geeson's model was designed from scratch as a two-fifty, it was not surprising to find it about half a hundredweight lighter. Riding position was more compact, demanding a conscious effort from the rider to keep within the pocket of still air behind the fairing. Without accurate timing it was impossible to decide which model was the faster. There was obviously precious little in it; the R.E.G. reached its peak of 10,000 r.p.m. in top and third in

opposite directions and on its Clypse-circuit gearing (6.1 to 1 top) that means roughly 120 and 110 m.p.h. respectively.

For tractability Geeson's model could not match the Jawa: megaphonitis did not clear until the engine was turning over at 5,200 r.p.m. and a fifth gear in the Albion box would have been a boon. Occasionally there was a brief bout of eightstroking at about 8,000 r.p.m. and it persisted in spite of reductions in jet size. I suspected the float-chamber mountings and Geeson told me the richness was aggravating the megaphonitis.

Handling was of the sort that flatters one's self-esteem and it seemed quite impossible to scrape the sides of the model on the road when cornering. Though not so shattering as those on the Jawa, the brakes were well up to their job; but the A.J.S. two-leading-shoe front one took much more credit for that than did the overworked rear brake from a small MV Agusta. Typical of Geeson's meticulous methods was his insistence on a 20-minute engine-warming session before I gave the model its head. The idea, of course, was to make sure of full power by reducing the viscosity of the castor-base oil as much as possible and thus minimizing drag, especially in the plain big-end bearings and on the full piston skirts. Geeson is obviously a potential customer for a one-gallon vacuum flask!

On the bleak Wednesday evening of T.T. week I rode another privately built special—the one-two-five L.E.F. which Eric Pantlin had just used in the Lightweight 125 c.c. Race. Built four years ago in a Watford workshop, the L.E.F. showed its paces in 1956 when Dave Chadwick brought it home fifth in the T.T., but its development has been severely hampered by lack of time. Starting was dead easy, but getting from Onchan to the top of the Mountain road without making an unseemly din was difficult. That was due to severe megaphoning from just below 3,000 to just over 5,000 r.p.m., and



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a 20-per-cent step from second gear to third didn't help matters. Once out in the wilds, however, the revs were kept well above the troublesome range and upward changes were made at 9,000 r.p.m.—or a shade more from second to offset the big jump. Ridden in that fashion, the L.E.F. sped along happily in the eighties and nineties. Rounding Windy Corner it lurched in a strong gust of wind, for weight is only about 200 lb and the fairing is fairly blunt.

At 8,500 r.p.m., peak engine speed is low for a one-two-five (power at that speed is 13 b.h.p.). I was told combustion-chamber development was high on the schedule and an improvement there might well push up both power and peak revs. On the Mountain Mile the rev-meter showed 9,500 r.p.m. one way and 8,500 the other, which meant 93 and 83 m.p.h. respectively. During the race, Pantlin got a reading of 10,000 r.p.m. (valve-float level) on the steep drop at White-

bridge-that's 98 m.p.h.

A racer on which I would dearly like to have got more experience than I did was Geoff Monty's 249 c.c. G.M.S. Mark 2-yes, another example of private craftsmanship. But on the day we went to Snetterton to try it out I was already firmly in the clutches of the demon 'flu, while a waterlogged track and incessant rain completed my wretchedness. The G.M.S. is 2 cwt of really functional and superbly built machinery; it was the greatest of pities Bob Anderson pranged it when practising for the Lightweight 250 c.c. T.T. Unorthodoxy is evident in several features of the layout but never for its own sake, always for greater efficiency or lightness. The engine has a one-piece crankshaft and an outside flywheel and is markedly over-square (71 × 63mm). Main frame member is a 21 in-diameter curved steel tube connected to the rear-fork pivot by plates; engine and gear box are essential components of the frame structure. During the few miserable laps I was prepared to tolerate water-filled boots and saturated breeches I felt like nothing less than a one-time racer, but I was impressed with the smooth and potent way the engine romped up the scale from 5,000 r.p.m. to its power peak of 9,000. I'm sure the G.M.S. Mark 2 has great promise.

Finally, so far as racing machinery is concerned, there was the California-bound job which Matchlesses call their "sawnoff shot gun." More explicitly it was a flat-track special, though that title is probably no less obscure to British enthusiasts. It was one of a batch sent over for the amusement of those Yanks whose idea of fun is to ride their models horizontally on a loose surface or to emulate prancing ponies on a trotting track. With a weight of 250 lb and a 37.5 b.h.p. engine which packed tremendous low-speed punch, the Matchless was as lethal as any shot gun-and no more comfortable to fire, thanks to a solid frame and hard saddle. I had no yen to emulate the Yanks and Britain boasts no flat tracks or trotting tracks anyway. Believe it or not, my terms of reference were to get a picture of the device rearing in the air as if it were taking off for California under its own steam. Such are the diabolical workings of the Editor's mind.

Bob Manns accompanied me to Brands Hatch for the fun and in retrospect our antics seem decidedly crazy. First we convinced ourselves just how unsuitable the model was for orthodox road racing, then we knuckled down to the morning's business. Gentlemanly methods, such as screwing on the power and feeding in the clutch right smartly, soon proved to be a waste of time. The Matchless snorted off the mark all right, lifting the front wheel 6in or so, but it showed no sign of standing on end.

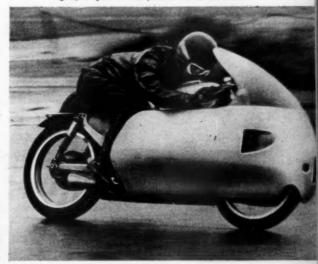
So we suppressed our finer feelings, got the engine howling in bottom gear with the clutch out, then just let the clutch lever slip out of our fingers. The effect was startling. Only a bit more power, it seemed, and we would have been orbiting before the Russian sputniks! Bob tried first and seeing his spectacular display I set to in fearless fashion. That first essay of mine was the most lurid and painful of the day. The



Matchless lurched forward and upward into a near-vertical stance, then, as I involuntarily cut the power in the nick of time, the front wheel came to ground with such force that the saddle nose seemed to increase my inside leg measurement by a couple of inches. A pity the camera didn't record that try; for, realizing how nearly the model came to somersaulting backward and spoiling its beauty and mine, I never again got the front wheel so high.

Now for those lightweight roadsters. But I find I have used my allocation of space for this week, so I'll start with them next Thursday.

Geoff Monty's 249 c.c. GMS Mark 2, powered by a modified B.S.A. engine, at speed on the flooded Snetterton circuit





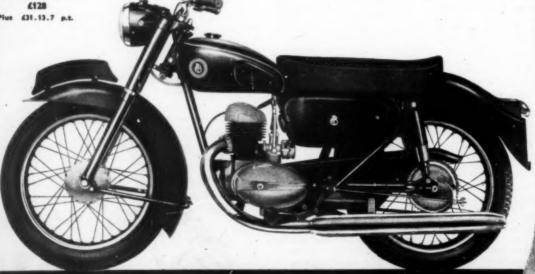
# Get cracking

1958 has actually arrived, the evenings have started to get longer and it is by no means too soon to start running in a new Francis-Barnett so as to have everything on the top line for Easter and holidays, and as we have said before, there is a lot of sound sense in buying in winter when new tyres and easy starting can make a very real contribution to the joys of ownership.

Our prices range from £98. 10. 0d. plus £24.7.7d. p.t. for the Plover, to £148. 10. 0d. plus £36. 15. 0d. p.t. for the latest 250 c.c. Cruiser. In between is the Falcon illustrated below, and owners tell us it is as good as anything yet made for its size and price.

FALCON SI

£31.13.7 p.t.



Francis-Barnett

FRANCIS & B'ARNETT LTD . COVENTRY

## Technical Jottings By "MICROMETER"

Positive Belt Drive and Its Applications

Changing-down Technique

ONE of the latest Ilo products is a 50 c.c. moped engine with belt primary drive. The belt has a steel-wire base and a plastic covering with teeth on the inner surface; the teeth engage with further teeth machined on the pulleys. Similar belting is now available on the British market with the North British Rubber Co. behind it. Designated PowerGrip, the belting is manufactured under licence from an American firm, the United States Rubber Co., of New York. The high-tensile wire cable which carries the load is continuously wound and comprises a single layer for flexibility. Encasing the wire is a Neoprene synthetic-rubber sheath with moulded teeth; an outer layer of Neoprene-impregnated nylon fabric covers the sheath and provides a wear-resistant surface.

The belts are made in light-duty and heavy-duty forms with teeth pitched respectively at \( \frac{1}{2} \) in and \( \frac{1}{2} \) in. Widths of the light-duty belts range from \( \frac{1}{2} \) in to \( \frac{1}{2} \) in, while the heavy-duty range covers widths of from \( \frac{1}{2} \) in to \( \frac{3}{2} \) in; narrower and wider heavy-duty belts can be supplied to special order. There is \( \frac{1}{2} \) considerable range of standard lengths and special lengths can be manufactured. Pulleys can be supplied in \( \frac{1}{2} \) wide variety of sizes, flanged and unflanged and may be of cast iron, steel, light alloy, sintered metal or plastic; plain pulleys can be used on the outside of the belt if necessary.

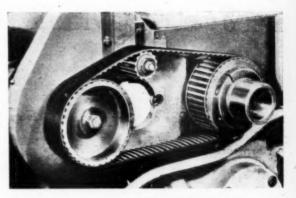
The belt is normally run dry and, because it does not rely on friction grip, needs no initial tension such as is required by a vee-belt. There is no elongation of the belt with wear, and noise is claimed to be appreciably less than that produced by a chain or precison gears running in an oil bath. Since the weight is low (the heavy-duty belt weighs only 0.10 lb/ft/in width), centrifugal stresses are low and the speed can be anything desired up to as much as 16,000ft/min. Mechanical efficiency is said to be high because of the flexibility, so that very little heat is generated during rumning.

#### TWO-WHEELER USES

WHAT are the possible applications of such belting in the motor-cycle field? Moped use should show up the quietness, flexibility and low power consumption to advantage. Camshaft drives on four-strokes and even primary drives on larger power units are other possibilities. The load-carrying capacity of the belt is closely related to its linear speed, and figures I have seen indicate that the light-duty belt can transmit 2 h.p. per inch width at 1,000 ft/min and 8 h.p. at 6,000 ft/min; corresponding figures for the heavy-duty belt are 4 h.p. and 17 h.p.

For a camshaft drive it is customary to assume that the maximum power transmission is about five per cent of the engine's peak output (this is the proportion assumed by Renolds for car camshafts, and drives based on it have an ample life). A five-hundred parallel-twin camshaft drive can thus be assumed to transmit somewhere near 1.5 h.p. at, say, 6,000 crankshaft r.p.m. A 17-tooth sprocket for 8 mm duplex chain has a pitch-circle diameter of about  $1\frac{1}{4}$ in, which is not too smallfor the light-duty belt. That diameter gives a linear speed of 2,750 ft/min at 6,000 r.p.m., at which linear speed a lin-wide belt should be able to transmit around  $4\frac{1}{2}$  h.p. Allowing an ample margin for the rather impulsive nature of the camshaft drive, a belt of  $\frac{1}{2}$ in width should thus be amply robust. The chain mentioned measures 0.63in maximum width—much the same as the belt drive with guiding flanges on its pulleys.

Taking the primary drive of the same machine, the linear speed at 6,000 r.p.m. would probably be in the region of 5,700 ft/min, at which the heavy-duty belt would transmit a little below 17 h.p. per inch, so that a belt about 1½ in wide would be needed. This is considerably wider than the chains



PowerGrip belting on the drive of an automatic lathe; note the use of circlips to retain the belt on the pulleys

normally used for such primary drives but could, I think, be accommodated without increase in overall width of the engine unit if the pulley embraced the clutch body. In the case of a two-fifty, of course, a lin-wide belt would be amply strong. Designers would be wise to study the possibilities. Quiet running and absence of adjustment and lubrication are undoubted advantages. An experimental conversion need not cost much.

#### PARK AND START

A LADY reader recently produced an interesting query and one which may well have worried other scooter riders. She had just bought a scooter fitted with an electric starter and wondered how long she could leave it at night with the parking lights on and still be sure of a start. Obviously, here was something on which there could be no hard-and-fast ruling because of the wide differences which could exist in battery-charge state and in the pre-starting drill. However, some sort of a guide seemed indicated so here is what I told her.

and in the pre-starting drift Thowever, some soft of a guite seemed indicated so here is what I told her.

As a safe generalization, I should consider that the battery should not be more than 50 per cent discharged if the starter is to spin the engine effectively when the machine has been standing for some time in an air temperature of around 45 to 50 deg F. (Obviously, with an appreciably lower or higher temperature a rather greater or lesser percentage of charge is needed.) But that the battery is most unlikely to be more than 90 per cent charged and, if the starter has previously been used a fair amount—as on a shopping trip—or if the battery is getting on in life, the figure may not even exceed 60 per cent.

Let us assume a 75 per cent charge as an average figure. The

Let us assume a 75 per cent charge as an average figure. The scooter in question has two 6-volt 13-ampere-hour batteries in series; the series connection doubles the voltage but not the current so the capacity remains 13 a.h. Pilot bulb is a 5-watt, tail-lamp 3-watt and speedometer 1.5-watt, giving a total of 9.5 watts. At 12 volts (volts × amps = watts), the current consumption is as near as dammit 0.8 amp. We have 25 per cent of the battery capacity to utilize, viz., 3½ a.h., so the duration at the load quoted is just over four hours.

Readers with other battery capacities and bulb wattages can work out similar calculations but, of course, I cannot be held responsible for an incorrect assumption of the state of charge! It is worth remembering in this connection that a battery in good condition which has been partially or fully discharged under load will recover appreciably if given a rest. If the starter will not spin the engine well enough for a start with the lights switched off, leave them off and step inside your nearest Espresso bar for a protracted cup of coffee. You may well find that when you return the battery will have regained sufficient strength; if not, try a push start in second gear.

ROAD TESTS OF NEW MODELS

# 147 c.c. DKR Dove

New British Scooter of Many Virtues : Lively

Performance and Excellent Road Manners



To the many who believe in the future of the scooter and who have long deplored the paucity of British challengers to the invasion from the Continent, the announcement of the DKR Dove last July came as an encouraging sign. Basic design follows orthodox practice with a sturdy single-tube main frame, pivoted-fork suspension of both wheels and a body structure built up from steel pressings. However, the frontal styling is less conventional: ahead of the weathershield is a wide and deep nose fairing which partially shrouds the wheel and carries the horn and the headlamp. The top pressing of the nose extends to the rear of the steering head to form a neat facia panel on which are mounted the speedometer, light switch and ignition cut-out button. Excessively rearward weight distribution is avoided by mounting the fuel tank within the nose fairing. Unusual as its appearance may be, the Dove certainly has character.

Pleasingly finished in pale blue and ivory, with a two-tone matching dual-seat, the Dove tested proved a thoroughly likeable mount with many good points. First impressions are always important and the DKR created a favourable one by starting at the first depression of the kick-starter. Even in subsequent near-freezing temperatures it was rare for a second kick to be needed and, thanks to the handlebar-mounted air control and a most convenient remote float tickler (to the right of the seat on top of the engine cowling), pre-starting drill was simple and clean. With its high pivot and long shank, the kick-starter could more easily be operated from beside than astride the model.

The single-cylinder Villiers engines are renowned for their ability to pull strongly at medium and low r.p.m. Such flexibility is an admirable characteristic for traffic work and the unit

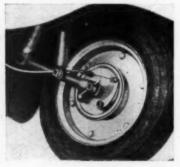
fitted to the Dove had it in good measure. What was surprising, though, was the performance against the watch and on the cren road. Weighing about 263 lb dry, the model is no lightweight and its frontal area is probably greater than that of most one-fifty scooters. Yet it recorded a mean timed speed over the quartermile of 49 m.p.h.—above the average for its class and, in fact, better than several one-fifty motor cycles tested during recent years—and it could be cruised indefinitely at speeds within three or 4 m.p.h. of its maximum. Bearing in mind the performance of similar engines in other machines, it is a reasonable assumption that the nose shape affords unusually good penetration.

Acceleration was amply lively for everyday requirements and the Dove could keep up comfortably with the traffic stream. It was felt, however, that appreciable benefit to getaway would result from more even spacing of the gear ratios. With the present intervals second gear is abnormally close to top and, while this has an advantage in hilly going, the consequent big gap between first and second impaired both the acceleration and the relevant gear changes. The top-to-second and second-top changes, on the other hand, were good and the rocking-pedal control is conveniently sited.

Since it was not possible to feel the neutral position of the selector through the gear-change linkage, selecting neutral required delicate operation of the rocking pedal until experience indicated the amount of pedal movement necessary. Clutch-lever action was light and the finger span needed for clutch and brake operation was pleasantly small. The cables have finger adjusters at the levers.

Two-stroking under light load was average and carburation was clean except that, when the engine was really hot (as, for instance, after completing four consecutive flying quarter-mile runs), the pick-up from the excellent tickover was slightly sluggish. Exhaust quietness was exemplary in all circumstances and mechanical noise was confined to a slight whine from the indirect gears. The otherwise commendable freedom from vibration—there was no marked period in the usable speed range—was slightly marred by a dither from the lid of the glove box at medium and higher speeds.

Because of the relatively high centre of gravity, the Dove's weight was more noticeable in manhandling than that of some scooters. Seat height of the model tested was excessive for a



Both wheels are carried in pivoted forks controlled by Girling suspension units. Note the mud flap behind the front wheel

This view shows the neat instrument panel and the stay for the lid of the capacious glove and oddments box



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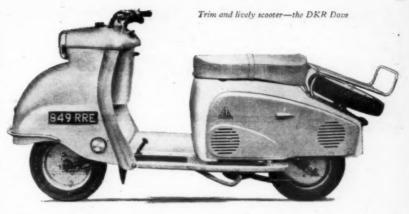
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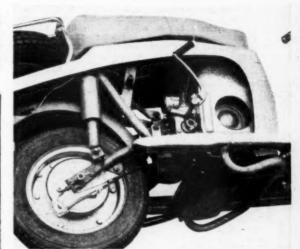
rider of medium or below-average height but the makers have just completed a modification to bring the seat 2in lower. The seat itself proved very comfortable and its luxurious softness effectively finished the job of road-shock insulation ably begun by the wheel springing. The nonadjustable Girling suspension units struck a very satisfactory balance between resilience and control: while there was sensitivity to small bumps, the larger bumps were absorbed and there was no pitching. The relation-ship of seat to handlebar gave a

natural riding position.

Steering and handling were both good. Initially there was a slight feeling at ultra-low speeds of weight at the front but the rider very soon became accustomed to it. Thereafter it was the exception rather than the

rule to have to lower a foot before the model actually stopped. On the other hand, the steering remained positive at full speed and directional stability was first class except for an occasional weaving tendency in the slipstream of other vehicles. Cornering was effortless and steady but a greater angle of bank (which would be an advantage when the machine is ridden two-up and therefore with the springing more heavily compressed) would be attainable by the simple





The large silencer is commendably effective. Also shown are the cooling fan, the extended kick-starter and the steep inclination of the rear fork

#### INFORMATION PANEL -

#### SPECIFICATION

ENGINE: 147 c.c. (55 x 62mm) Villiers Mark 30C single-cylinder two-stroke with fan cooling of head and barrel. Crankshaft supported in ball bearings; roller big-end bearing. Light-alloy cylinder head; com-pression ratio, 8.25 to 1. Petroil lubrication.

CARBURETTOR: Villiers S19 with twistgrip control, air filter and air slide for starting operated from handlebar.

IGNITION and LIGHTING: Villiers flywheel magneto embodying 6-volc lighting coils. Wipac 6in-diameter headlamp with prefocus light unit; 30/24-watt bulb taking current direct from generator. Dry battery for parking lights.

TRANSHISSION: Three-speed gear box in unit with engine; positive-stop control by rocking pedal. Gear ratios; bottom, 12.4 to 1; second. 6.5 to 1; top, 4.9 to 1. Primary chain, § x 0.225 in in oil-bath case; multi-plate cork-faced clutch running in oil; final drive by shielded ½ x 0.305 in chain. Engine r.p.m. at 30 m.p.h. in top gear, 3,070.

CONSTRUCTION: Single-tube main frame. Nose and mid-section of bodywork comprise bolted-up steel pressings. Detachable side panels

FUEL CAPACITY: Approximately 2 gallons, with reserve

WHEELS and TYRES: 10in-diameter pressed-steel wheels with split rims carrying 3.50-in section Dunlop tyres.

BRAKES: Front, Sin diameter; rear, 6in diameter; both lin wide. SUSPENSION: Pivoted forks at front and rear controlled by hydraulically damped coil-spring units.

WHEELBASE: 52fin unladen. Ground clearance, 5fin unladen.

SEATING: Dual-seat; unladen height, 31in.

WEIGHT: 271 lb fully equipped and with I gallon of petroil.

PRICE: £131 5s. With purchase tax (in Great Britain only), £162 15s.

Extras: spare wheel, £6 8s; luggage carrier, £3 19s 6d.

ROAD TAX: 17s 6d a year.

MAKERS: DKR Scooters, Ltd., Pendeford Airport, Wolverhampton. DESCRIPTION: The Matar Cycle, 25 July 1957.

#### PERFORMANCE DATA

MEAN MAXIMUM SPEED: Bottom: 23 m.p.h.
Second: 40 m.p.h.
Top: 49 m.p.h.

HIGHEST ONE-WAY SPEED: 50 m.p.h. (conditions: light threequarter wind, rider wearing storm coat). MEAN ACCELERATION: 10-20 m.p.h. 15-25 m.p.h. 20-30 m.p.h.

Bottom Second Top 3.2 sec 4.7 sec 4.5 sec 7.2 sec Mean speed at end of quarter-mile from rest, 45 m.p.h. Mean time from rest to 30 m.p.h., 9.4 sec.

PETROIL CONSUMPTION: At 30 m.p.h., 112 m.p.g.; at 40 m.p.h., 98 m.p.g

BRAKING: From 30 m.p.h. to rest, 37ft (surface, dry tarmac).

TURNING CIRCLE: 11ft 9in.
MINIMUM NON-SNATCH SPEED: 14 m.p.h. in top gear. WEIGHT PER C.C.: 1.84 lb.

expedient of cutting half an inch off each of the stand side pegs which, indeed, extend approximately 14in beyond the footboard edges and hence tended to foul the back of the rider's legs when the machine was paddled.

Braking power was ample for present-day traffic conditions and both brakes were progressive in operation. To be hyper-critical, a little less power at the rear brake (the rear wheel could be locked rather too easily) and a little more power at the front might be suggested in the interest of maximum retardation.

Height of the weathershield is sufficient to give ample protection of the knees in wet weather and no appreciable draught found its way to the ankles; the nose shape is probably responsible for the absence of turbulence.

The electrical equipment came in for minor criticism, first on the grounds of a decidely puny horn note and secondly as regards the dip switch: it suffered from lack of positiveness through too weak a spring and has a knob that could with advan-tage be larger. The headlamp main and dipped beams provided lighting fully commensurate with the performance.

Side panels come away readily for maintenance purposes and an ingeniously simple locking device prevents the attachment handles from spontaneous slackening. Accessibility with the panels removed is fair though the high engine mounting results in the cylinder head being rather close under the top cover; the sparking plug is reached through a grommeted hole in the cover. The capacious glove box and its lockable lid earn a final pat on the back for a worthy addition to the scooter ranks.

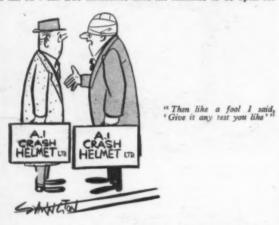
the EDITOR 

#### Tomorrow's Roadster

#### Machines Will Be Much the Same 40 Years Hence?

IN his letter in your issue for December 12 Mr. Nicholson states that he feels motor cycles are becoming increasingly ugly. After another look through the Armchair Show Numbers ugiy. After another look through the Armchair Show Numbers I think he has been a little bold in his sweeping generalization. I would have upported him strongly had he said that some of the Italian cachines are ugly, but in the case of most British made are ugly, but in the case of most British firms are now producing handsome, efficient and reliable motor cycles which in the majority of cases give every piece of most la iob to do. piece of metal a job to do.

Any increase in panelling is bound to be coupled with a rise in price. For those who have an uncontrollable lust for steel pressings there are now being produced flashy scooters. I am sure the true enthusiast likes his machine to be open for



easy maintenance and avoidance of unnecessary parts to keep down the weight and price. Some modern engines are very pleasing to look at and there seems to be no point in hiding them in a compartment of steel pressings. The motor cycle brings the thrill of open-air travel as no other form of transport does and so the machine itself should have an open, majestic and powerful look.

In conclusion I would like to suggest the motor cycle of 1998 might be a flying machine of some kind, perhaps called a heli-bike. For the still-keen road rider, any motor cycle still produced will probably be much the same in basic design as our modern machines of today. Certainly the 1998 model will not be a back-wheel-steered Nicholson special.

Cærnarvon. "Open Minded"

#### Rear Steering Disappeared More Than 50 Years Ago

HAVING been used to cycles and motor cycles for a lot longer than 50 years I feel that I must write a follow-up to Mr. Nicholson's letter published on December 12. First, may I ask Mr. Nicholson if he has ever straddled a push bike and tried to ride it backward? When I was a lad a friend and I used to try a few tricks. We could both ride our bikes sitting

reversed on the crossbar. Then we tried to ride backward using the front wheel as a rear steerer. After a lot of practice my friend became moderately proficient but I could manage only straight-ahead riding with no manoeuvres worth the name! Secondly, does your correspondent know that the slightest skidding of the rear steering wheel would send the machine totally and completely out of control?

No rear-steered tricycles or quadricycles were made after about 1885 or 1890 because all practical men had realized the danger; further, all the old carrier tricycles with rear steering

had been taken off the London streets by about 1900.

Rear steering on sand yachts is a different proposition, with 200 sq ft or more of controllable canvas and a tiller wheel which can dig into soft sand like a rudder; and in spite of tales to the contrary, sand yachts rarely reach more than 15 m.p.h.

Perhaps someone might suggest aerodynamic steering, but it takes about 60 m.p.h. in still air to obtain about 20 lb per foot of thrust. So what is the position of a rider with a 30 m.p.h. tail-wind and only 5 lb per foot of flabby, slack yawing steering at 60 m.p.h. and none at all at 30 m.p.h.?

The improvements I want are noiseless and vibrationless power units and transmission and greater fuel efficiency. And if we can have them with less cost and less weight, so much the better.

H. SYNYER. Nottingham.

#### Scrambles Organization

#### Suggestion that Marshals Could Be More Efficient

SCRAMBLES are, in my opinion, the finest form of motor-cycle sport available. Usually they are quite well organized and often scheduled excellently but—and this is a big but—who authorizes the marshals and where are they dug up? On numerous occasions I have seen marshals after a rider has parted from his machine ponder and panic as to what they are supposed to In one instance a marshal sat inside the inner rope with a girl and took next to no notice of the racing. A rider suddenly fell and we ( the spectators) had to draw the marshal's attention to the fact. He got to the scene but had little idea of what he was expected to do.

expected to do.

Surely such types are more of a menace than a help, dangerous rather than safe, both for riders and supporters? Who is responsible? What qualifications should a marshal have? The only region that seems to me to have efficient men on the job is only region that seems to the to late the Eastern Centre. Well done; keep it up.

"INDIVIDUALIST SUPPORTER."

#### Scooter Performance

#### One Who Can Hardly Wait to Become a "Snob"

L AST April 1 became the proud owner of a brand new 200 c.c. scooter, my first machine. I have clocked 5,000 miles of mainly pleasure riding, and during this time I've had the opportunity of riding three different makes of motor cycle. Therefore I was amazed to read the letter from "Enlightened" in your issue for December 5. Far be it from me, with my short experience, to challenge the knowledge of our friend's 20 years of motor cycling; nevertheless, I cannot help but feel that he is talking through his hat.

First, he says that "no special clothing is needed," yet I was thankful for riding gear and a windscreen when riding from Liverpool to Glasgow in continuous heavy rain on a typical summer's day. He then goes on to laud the low weight and handling capabilities of the scooter. Doe's he seriously think that 320 lb (which is the weight of my machine) is light for a two-hundred? As regards handling, I have yet to feel secure when negotiating a roundabout or a tight bend, which is only to be expected when one is perched on a seat and riding on 12in-diameter wheels.

diameter wheels.

"Enlightened" then rather scoffs at superior motor-cycle performance and cruising speeds. Up in the frozen north here we have mountains within easy reach, consequently a 55 m.p.h. maximum scooter speed obtainable on the flat means grinding ascents in third or even second gear when it comes to real climbs, and how annoying it is to have to sit and just wait for the engine to get you to the top when those "weighty antiques," as he calls them, climb past one with effortless ease. I wonder if our friend has ever had to change down to third gear on a downgrade in the teeth of a gale?

Furthermore, if I may make an observation of my own, I would suggest that the scooter is designed largely for a section of the public whose knowledge of the internal combustion engine is negligible and who are not particularly worried about learning, consequently engine layout and accessibility for maintenance are not a prime consideration in design.

Doubtless I shall incur the wrath of my fellow scooterists with this epistle, but I shall not rest until I, too, am the owner of a windscreened "weighty antique" complete with 19in wheels and a tank between my knees.

"Prospective Snob."

Bootle, Lancs.

#### Ease of Maintenance

Indictment of Designers and Service Managers

I AM not the first of your correspondents to bemoan the paucity of servicing facilities for two-wheelers. Routine maintenance of a modern motor cycle (oil changes, greasing, appet adjustment) is really only a 10-minute job. But getting out and putting away the surprisingly numerous tools and vessels and the various oils required, cleaning and washing afterwards and disposing of the old oil may well bring the time to an hour or more for an owner who does not possess a garage workshop. I can take my car to a garage for routine maintenance without appointment and call for it later the same morning. I have not yet succeeded in finding a motor-cycle garage where I can get service of this sort for my motor cycle.

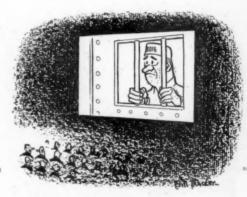
The position is even worse where major maintenance or

repair work is needed. A machine, badly needed for daily journeys, is likely to be off the road for many weeks if it is ever inconsiderate enough actually to break down.

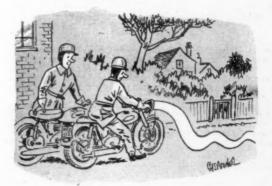
Returning to routine maintenance: if it has got to be done—inconveniently—at home, then it needs to be minimized and I should like to feel more convinced than I do that the recommendations in typical makers' instruction books are based on ascertained facts, rather than tradition or even mere guesswork! In my case, for instance, the maker's instruction book says the oil filters should be cleaned every 1,500 miles, when the oil is changed. Removing the filters is a thoroughly messy job but I duly did it at the first oil change (500 miles). There was not a trace of clogging. So I skipped one change and again inspected the filters in place at the next two oil-changes and again inspected them at 6,500 miles. There was not the slightest trace of clogging and, as the hot oil ran off, the gauze showed clean and shining.

Am I correct in thinking that this service department has been recommending this frequency of filter cleaning since the days when carburettors didn't have air cleaners, tappets and rockers had no covers and oils had no detergent and other additives; and that under modern conditions there is no point whatever in disturbing the oil filters, except perhaps as often as the engine is decarbonized?

Similarly with the air cleaner: this, it is recommended, should be cleaned every 2,000 miles, a period which, to add to the inconvenience, corresponds only every third time with an engineoil change. The air cleaner on my model is just about the most



"That reminds me, my driving licence expires tomorrow"



"Your battery must be flat"



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was rom pical and inaccessible part of the machine (which really is saying something!) but at 2,000 miles I dutifully excavated it. clean that a finger rubbed over it did not even show grubby! Therefore, I have not touched the air cleaner since (it is kept wet by breathing from the oil tank); and now—at 7,000 miles—the trace of a tendency towards a very slight uncertainty in idling indicates that the element is beginning to be clogged.

And is there really any vital reason why, as my instruction manual recommends, the primary chaincase oil must be changed every 1,000 miles, against 1,500 for the engine oil? Do dire results really ensue if one carries out both changes at the same session every 1,500 miles only? If in fact the chaincase oil "exhausted" more quickly than the engine oil, does not common sense suggest that the chaincase ought to have been designed with a correspondingly larger capacity?

The foregoing considerations suggest that designers of motor cycles give little thought to ease of maintenance; the positioning

and variety of filter, drain and level plugs prove it!

London. N.10.

IAN LESLIE, M.A. (CANTAB).

#### Water Injection

Distillation Produces Some Notable Statistics!

AFTER reading "R.A.F. Engine Fitter's" epistle regarding the water-injection system on his 85 m.p.h. three-fifty B.S.A. (December 12), I feel I must put pen to paper and inform you of the improvement which water injection made to my 50 c.c. Phillips moped. Since this modification was carried out I find that my major expenditure has been replacing rear tyres



owing to the fantastic acceleration up to the machine's maximum owing to the fantastic acceleration up to the machine's maximum speed of 78.27 m.p.h. (rider seated normally and wearing two-piece suit and overboots). Although I have been unable to make an accurate check on the fuel consumption owing to the fact that I have not yet used up the first gallon, the figure is approximately 283 miles per gallon (water, of course!).

In conclusion, I think that my statistics (38:22:34) compare even more favourably with those of the Road Rocket (November 14) than with "R.A.F. Engine Fitter's" B31. But maybe that is due to the fact that I use only the finest quality distilled water.

is due to the fact that I use only the finest quality distilled water.

Batley, Yorks. "Joy-Ped" (Mrs.). Batley, Yorks.

#### Speeding Offences

Fines Based on the Mood of the Magistrate

YOUR correspondent E. Floyd (December 12) asked whether the amount of the fine depends on the mood of the magistrate. I would like to relate my experiences. On the first occasion I was fined £5 and my licence was endorsed. It came as a shatter-ing blow as at the time I had just bought my first machine and,

being only 16 years old, my financial resources were at rock The reason for the fine being heavy was that so many people had been booked on that particular day that the magistrate was making an example of us (he afterwards made a statement to the Press on the number of man-hours wasted through so many police officers having to attend court). Even the officer who had booked me gave me a sympathetic look.

The second occasion was about three years later and there was a humorous twist as to how it happened. I was on my way home with only a few miles to go when a car or, to be more accurate, a battered-out, home-built special passed me making an awful racket. I was so disgusted that I immediately opened up and had no sooner established motor-cycle superiority when I heard a pleasant ringing sound behind me. After the usual booking the officers told me that they had been after the home-built special until I had obligingly joined in! This time I was fined the more usual £2. Even so, I felt that I had done my good deed for the day in saving my opponent from getting caught. The third and last misdemeanour occurred while I was driving my firm's van. I sent an apologetic letter to the court with £2 enclosed. To my surprise and astonishment I was fined only £1 with the usual endorsement of my licence.

My experiences seem to suggest that the amount a person is fined does indeed depend on the mood of the magistrate. closing, I would like to pay tribute to the courteous manner in which the police have executed their duty in regard to myself.

Carshalton, Surrey.

#### Riding in Fog

Easier to Follow White Line than Hug Kerb

Having just read of "Nitor's" amusing episode (December 12) that he experienced during that foggy week we had, I cannot see why instead of hugging the kerb he did not follow the white line down the middle of the road. While returning home to Greenford from Wembley, I at first started to hug the kerb, but after I had nearly removed all the chromium plating from my wheel rims I moved out to the middle and followed the white line. It took me 20 minutes to get home —not bad going considering that visibility was said to be zero. Admittedly, other drivers had the same idea but we all sorted ourselves out when coming face to face and not once were "bad words" exchanged.

CLIFF BUTCH.

Greenford, Middlesex.

#### A.C. Generator Equipment

Is Lower Cost Its Only Advantage?

THE modern A.C. generator has been welcomed by some people as a great advancement in electrical systems for motor cycles. What are the advantages? Apart from costing slightly less than what was normal equipment it is certainly inferior to magneto ignition, and in many respects to a D.C. dynamo and voltage control layout.

The magneto is self-contained and the only external wires are the H.T. leads. If magneto troubles do develop, removal and replacement can quickly and comparatively cheaply be carried out. Modern dynamos are very reliable and simple instruments and will give good service over long periods with very little maintenance. The wiring harness and switch gear are easily maintained by anyone with a little common sense.

When the A.C. generator is pointed at with pride and claimed as a simple instrument, why do not people consider the complete electrical system? The switch gear for the modern A.C. jobs is far from simple and, in the event of trouble, complete replacement of a complicated switch is advised. On the whole, A.C. equipment requires more external wiring than magneto ignition and D.C. dynamo lighting. And that much-neglected component the battery certainly receives a pasting under certain conditions, when a rectifier has to look after it. What, then, has the A.C. generator to offer apart from a lower price?

Burnley, Lancs.

"OLD-FASHIONED."

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.I, and must be accompanied by the writer's name and address

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Congratulations to Associated Motor Cycles on a wonderful year! To remind you, we list seven major events in which A.J.S. or Matchless were successful in 1957.

In all these, BP Super Plus and BP Energol were the petrol and oil used. We are proud to share honours with the makers of these world-famous motor-cycles, and wish A.M.C. further years of success.

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#### BEMROSE TROPHY TRIAL

Best performance (Bemrose Trophy) - G. L. Jackson - A.J.S.

#### LANCASHIRE GRAND NATIONAL SCRAMBLE

Senior G.N.-2nd D. G. Curtis-Matchless

#### COTSWOLD NATIONAL OPEN SCRAMBLE

350 c.c. - 1st (Valley Cup) - D. G. Curtis - Matchless 500 c.c. - 1st (Baughan Trophy) - D. G. Curtis - Matchless

#### EXPERTS GRAND NATIONAL SCRAMBLE

Experts G.N. for Holdsworth Trophy

Ist - G. H. Ward - A.J.S. 3rd - D. G. Curtis - Matchless

#### SHRUBLAND PARK GRAND NATIONAL OPEN SCRAMBLE

Shrubland Park G.N. (Main Event) - Ist - G. H. Ward - A.J.S.

#### COTSWOLD CUPS TRIAL

350 c.c. - Ist S. R. Wicken - Matchless

#### WEST OF ENGLAND TRIAL

Best performance up to 350 c.c. - G. L. Jackson - Matchless

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# Mayhem Abroad

Highlights from the 1957 Moto-Cross Activities of JEFF SMITH, Who Has Chalked up Three Consecutive "British Experts" Wins

By GEORGE WILSON

behind fortune. To have an early number can mean that one is defeated from the start: yet, in another trial, an early number may be essential to success. There are other factors—but we need not go into them here.

It is in discussing Jeff Smith as a scrambler that the phrase "love of the game" may be applied in its fullest sense. For scrambling is for him what a vintage wine is to a gourmet, the ballet to a balletomane, toffee to a nipper. He laps it up. Last year provided him with only partially satisfying scrambles fare. This year, he will concentrate more and more on conti-

nental moto-cross.

For Smith, the high spots of 1957 were his encounters with that tough Swedish plumber, 'Bill Nilsson, who rode a bored-out 7R A.J.S. road racer to victory in the World's Moto-Cross Championship series. pair first how d'you doed back in May last year at the Montreuil sandpits, near Paris, to fight out the French Grand Prix.

The season was still in short pants and neither rider was yet fully attuned to grand prix moto-cross mayhem. Smith rushed off from the flag-drop and promptly dented his bowler when he tried to round a right-angle left in third gear instead of in bottom. He picked himself up and sped on and led the Swede happily until half distance. Then there came a loud hissing noise and the back tyre went suddenly flat. Eric Cheney stopped to ask what was going on and (since both were on B.S.A.s) offered Smith his back wheel. Four minutes ticked by while the spanners were in use and then Jeff arrowed off, intent on finishing at least 14th since the pay dirt went down that far. He did, too, crossing the line just 14th after a ride that two decades hence will still form the chief basis of chit-chat in the local bistros. The dust cloud, I am told, has not yet settled over the area.

Smith first realized just how good Nilsson was on the Swede's home pitch. The Swedish Moto-Cross Grand Prix was held at Once again Smith did a Surtees from the start and, at the half-way stage, he was chortling. It was in the bag. The throttle was eased and René Baeten (F.N.), the Belgian ace, obviously far busier than seemed strictly necessary, was 150 obviously far ousier than seemed strictly necessary, was 150 yards back and not gaining. Then, suddenly, Nilsson sprang from nowhere. A lap later he was only 50 yards down. Smith speeded. And at 15 laps Nilsson rocketed past. As he did so he crossed Smith's line, though not so close as to worry the Briton. The loose sand rose from his rear wheel in a dense,

CRAMBLE, they used to say, and you kill your trialscraft. And dabble too often with trials, they would go on, and you would never be a scrambler. In general these dicta hold as good today as they did when first uttered. But like all generalities they must not be taken too literally, for every now and again there appears on the scene an exception that blows

them right out through the ionosphere.

Take Jeffrey Smith. At 23 he has a string of successes in big-time trials and scrambles that defy analysis. He may win a scramble one day and a trial the next. His most recent major win—in the 1957 British Experts' Trial—is probably the most unsatisfactory in his career to date. It required a protest against an observer's marking to make it a fait accompli. His score of 78 marks lost was about 18 more than a true champ should have chalked up on that course. But unsatisfactory though the win might be, it brought his list of "Experts" wins up to an in-row three, thus establishing a record in the history of the illustrious

Records like that, in the sort of company encountered in the Birmingham Club's classic, are not achieved by luck (though luck may come into it), by mediocrities, or even by riders who Sheer brilliance, pluperfect co-ordination of all the faculties, determination to pursue an aim to the bitter endthese are the qualities without which no competition man will ever become a star. That Jeff Smith has them goes without saying. To the list might have been added "love of the game." But in discussing Smith that would be entirely wrong. For while the champion genuinely enjoys trials riding he has little affection for trials. His feeling is that they are a lottery—a game of chance in which riding ability may take second place



impenetrable cloud. Smith charged it, a corner loomed up and, before he could say Nilsson, he was on his back with Bacten running over both him and his machine. Nilsson won, Bacten was second and Smith third in one of the most enjoyable and wet bitterly disappointing races left can remember.

yet bitterly disappointing races Jeff can remember.

Other highlights followed. The Gran Premio d'Italia di Moto-Cross at Imola was contested over the juiciest scrambles terrain that side of the Channel. One of its features is a steep, downhill jump. In Jeff's words, it's like this: "You rush downhill in third, aim the front end at a white patch in the dust (that's a gap in the hedge) and give the throttle the big twist. The ground drops away, flattens and drops away again. The gaffers clear the lot. If you're really tramping the bicycle is airborne for 30 or maybe 40 feet."

hill in third, aim the front end at a white patch in the dust (that's a gap in the hedge) and give the throttle the big twist. The ground drops away, flattens and drops away again. The gaffers clear the lot. If you're really tramping the bicycle is airborne for 30 or maybe 40 feet."

In their heat, Smith beat Nilsson by 17.5s and felt that in the final he could really see him off. John Draper, who had been watching from the ropes, said that Nilsson had appeared to be trying hard but Jeff decided to keep on the bugle—to go just as hard as he could—every inch of the way. He was first off, Les Archer (Norton) was second and Nilsson was third. Archer is so fast that he is never easy to pass. Nilsson would need all his speed. But pass Archer he did and began to reduce the gap separating him from Jeff. "The pace was so fast," Smith recalls, "that I wished Nilsson would pass so that I could shut off!"

Three laps to go. The jump; a backward glance at the foot of the slope; Nilsson wasn't there. He had overshot the corner at the foot of the hill. Came the end of the straight; and the Swede was there again. The B.S.A. was taken up to its 6,500 r.p.m. peak. All its 40 b.h.p. was used to the full. Gears were tramped home, brakes squeezed hard, corners swept in blood-curdling style. But all that effort was not enough. Nilsson won by 1.4s. Fun, yes, but rough on the Briton's morale.

rp.m. peak. All its 40 b.n.p. was used to the full. Gears were tramped home, brakes squeezed hard, corners swept in blood-curdling style. But all that effort was not enough. Nilsson won by 1.4s. Fun, yes, but rough on the Briton's morale.

Before the British Grand Prix at Hawkstone Park came another important day in Jeff Smith's 1957 diary. For on the day before the meeting he took John Draper's sister Irene to a little church in Cheltenham and led her from the altar to the strains of the Voice That Breathed O'er Eden. Earlier in this chronicle we spoke of what Smith does to generalities. You may say if you like that competing in a grand prix moto-cross is a poor way to begin a honeymoon. But he proved otherwise. He won both races against the cream of European scrambles talent. Nilsson had his bothers and was never able to break into a gallop.

The final bright light in Smith's 1957 scrambles career was that memorable Moto-Cross des Nations, contested before a

near-swooning crowd at Brands Hatch. But between it and the British Moto-Cross Grand Prix the path was strewn with disappointments. Again, discussing another scrambler, one might have used the term "ill-luck" instead of "disappointments." But Smith contends that there is no such thing as luck in scrambles—that if you lose races, your machine is too slow, your preparation interfect or your riding just not good another.

your preparation imperfect or your riding just not good enough. At the Cotswold Scramble he lost for the fourth successive year through doing something silly. On this occasion he slid to earth because he permitted himself to be lulled into a sense of false security and fell within sight of the chequered flag. At the Belgian Moto-Cross Grand Prix at Namur (at the exacting, satisfying Citadel course) Smith started badly. There again the dust has still to settle. He rode what was probably his best race of the year; 27th on Lap 1, he hacked forward and gained some three minutes on Nilsson in a race lasting lh 17m 13s. Another lap and he would have won. But . . "buts" don't win championships. Nilsson finished at the head of the world table with 34 points, Baeten was second with 30, \$\subseteq\$ Lundin (Monark), Sweden, was third with 28, and Smith finished fourth with 23.

Britain won the Moto-Cross des Nations and, for the third successive year, Smith led the entire field across the line, giving a demonstration of high-speed scrambling the like of which had probably never before been seen on British soil. In the final, from a poor start, and after dropping the B.S.A. momentarily on the opening lap, he went quickly into the lead. He passed Dave Curtis (Matchless), who had been ahead until then, and continued at unabated speed. He was too fast, many said; yet, in his own admission, he was taking no chances over not finishing. For more than his own hât-trick was at stake—the Moto-Cross des Nations is a team contest.

On January 30 Jeffrey Smith returns to civilian life after completing his military service. For the time being he will join his father (a consulting engineer) in the family business. The next few months will see him competing regularly in trials. After that there will be moto-cross, moto-cross and still more moto-cross. That over and the summer spent, the pages of the calendar will turn until there appears, on November 29, the entry, "British Experts' Trial." Yes, he could make it four in a row.

In the 1957 Moto-Cross Grand Prix of Great Britain No. 5, Jeorgs Jensen (B.S.A.), Holland, moves over to let Smith speed through to victory



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### The Carburet

N the first article of this series it was mentioned that the engine draws its charge of petrol-and-air mixture from a carburettor. The function of the car-burettor is to mix petrol and air in the correct proportion for efficient burning, that is to say, approximately one part petrol to 15 parts air by weight.

The principle on which the carburettor works is very simple. Basically the instrument may be regarded as consisting of a short, horizontal length of pipe (the choke tube) one end of which leads to the inlet port; the other end is open to the atmosphere. Placed upright in the choke tube is a jet so positioned that its top end just enters the bottom of the choke tube. The bore of the jet is so small that an average darning needle would not pass through. The jet is kept filled with petrol to a level just below the top. On the inlet stroke the rush of air drawn through the choke tube causes a spray of petrol to be sucked from the jet rather after the manner in which a scent or insecticide spray functions

The reason for the fuel level in the jet being kept below its top is to ensure that suction is necessary to draw petrol from the carburettor (which is fed with fuel by gravity from the machine's tank); otherwise the jet would overflow and upset the mixture strength. How is the fuel level in the jet kept constant? Petrol enters the carburettor by way of its float chamber which contains an automatic valve. Inside the chamber is a brass float to which is attached a needle of cone shape at one end. Petrol flowing into the float chamber causes the float to rise together with the needle. Eventually the conical end of the needle comes in contact with a seat formed in the float-chamber feed, thus cutting off the petrol supply. The float and needle are designed to stop the flow of petrol when the level in the jet is correct. As the engine uses petrol from

The Amal needle-jet carburettor. In its lowest position the air valve provides a rich mixture to aid starting from cold

the float chamber, the float and its needle fall, thus allowing more fuel to enter.

Almost needless to say, the engine needs less petrol-and-air mixture at low speeds than it does at high speeds. This condition is achieved mainly by regulating the amount of air which passes over the jet. A metal cylinder—the throttle slide-is raised and lowered within the choke tube to vary its effective cross-sectional area. throttle is actuated by a cable from the twistgrip on the right-hand end of the handlebar.

So much for the basic principle of a carburettor's

working. In practice there are refine-ments and no better example can be given than the Amal needle-jet carburettor, the type most widely used on British

machines

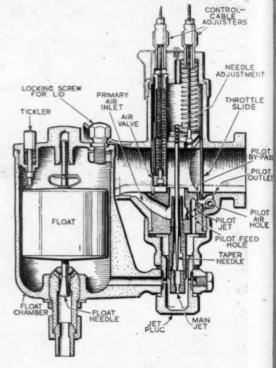
In the Amal, in addition to the air flow being regulated by the throttle slide or valve, the petrol flow through the jet is also regulated according to throttle open-The main jet is situated well below the choke tube and has an upward extension called the needle jet. Attached to the throttle slide is a taper needle which projects into the needle jet.

The hole in the main jet is of such size that it will pass petrol at the rate required for full-throttle running. As the throttle slide is lowered to reduce the choke

opening, so the taper needle sinks farther into the needle jet, making its effective orifice smaller and smaller; thus the amount of petrol that can be drawn through the jet is reduced to match the lessened air flow. With the throttle slide raised to its limit the effective area of the needle-

This diagrammatic shetch illustrates the principles underlying the

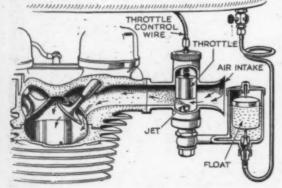
operation of a carburettor



jet orifice is a little larger than the bore of the main jet which thus provides the sole restriction on the petrol supply at full throttle.

When the throttle is almost closed the mixture for very slow running is supplied by a pilot jet which consists of a tiny passage breaking the floor of the choke tube between the throttle and the engine. Below the pilot jet is a screw with tapered point which controls the amount of air mixed with the fuel passing through the pilot jet. Screwing the pilot air screw, as it is called, outward increases the quantity of air (and hence weakens the mixture), and nice versa.

At small throttle openings the mixture strength is controlled by yet another feature-an arcuate cut-away atmosphere side of the throttle slide at the bottom. The smaller the amount of cutaway, the richer is the mixture. To sum up, four factors govern the supply of petrol-and-air mixture to the engine. Up to about one-eighth throttle opening the mixture strength is controlled by the pilot setting; from one-eighth to one-quarter open, by the amount of cut-away on the throttle slide; from one-quarter to threequarters, by the position of the taper needle; from three-quarters to full throttle, by the size of main jet.



In the next article-Part 6 in the series — various types of ignition system commonly employed with two-stroke and four-stroke engines will be described

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#### Chisels and Punches

Utilizing Steel Spokes: Hints on Tempering: Using the Right

Spanner: Choice of Washers

By "WAYLAND"

HEAVY-GAUGE spokes provide excellent material for making small chipping chisels, punches or reamers. A few broken spokes can probably be begged from the garage scrap bin. The 10-gauge size is most useful, being approximately in in diameter. Pieces three or four inches long are cut with the hacksaw and filed or ground to shape at one end for chisel, taper punch, scribing point or what you will. The material hardens and tempers beautifully. Heat to bright red in a gas flame or by blowlamp and plunge vertically into cold water; this will make the steel glass-hard and brittle.

Next polish the shaped end bright with emery cloth and reheat the opposite end in the flame. Watch carefully for the tempering colours that run up the bright part towards the tip. These colours start with pale straw and pass through dark

A chisel, two sunches and a reamer made from discarded spokes. Reamers can be made in the three-square or four-square form

straw, yellow, brown, purple, bright blue and deep blue (much the same as the colour sequence on a nice new and shiny exhaust pipe!)

Just about when the polished tip is changing from dark straw to brown again plunge the piece into cold water and the steel will be found to be tempered down to a hard, tough and non-brittle condition. The end can then be ground to a cutting edge, pointed or squared as required.

Such tools are most effective as tiny chipping chisels, runches and reamers. Reamers filed with long tapered flats of either three-square or four-square form must be evenly tempered throughout their length and this is done, after polishing all over, by placing them on a piece of steel or iron which is held over the gas burner, the heat being thereby distributed.

All the foregoing instructions relate to

normal steel spokes and not to the stainless variety. Stainless steel may not respond to the tempering methods described for be it remembered that the man who invented stainless steel once said that he would always be known as "the man who invented knives that wouldn't cut."

#### TIGHTENING NUTS

T is well to remember that although nuts and studs must be done up firmly to ensure that they do not loosen under vibration, it is possible to overtighten them, especially in the smaller sizes of in diameter or less. Overtightening may stress a bolt almost to the point of fracture-when it will constitute a hidden danger. Sometimes, of course, the threads may strip under the pressure applied by the spanner. Bolts and studs are usually of good-quality steel and do not strip too readily and the threads that fail are more often those into which the stud is screwed. Threaded components are sometimes relatively complicated and expensive to produce and are of softer material than steel—such as brass, light alloy or malleable iron, all of which are liable to strip if abused

When fitting screwed components not only is it desirable to lubricate the threads but it is advisable also to run nuts or studs up with the fingers or with a very short spanner. Spanners are related in length to the bolt diameter and nut size for which they are made, on the basis that the leverage provided, subject to the strength of the average hand, will ensure adequate tightness without the risk of ruining the thread.

By and large, allowing for the differences in the strength of individuals, a spanner length of 6in is sufficient for \(\frac{1}{6}\) in-and \(\frac{1}{6}\) in-diameter bolts, while 4in is long enough for \(\frac{1}{6}\) in, \(\frac{1}{6}\) in and \(2\) BA sizes. Special exceptions may be found such as cylinder-head studs of high-tensile steel. Nuts on \(\frac{1}{6}\) in or \(\frac{1}{6}\) in diameters in this material can be pulled up safely with spanners 8in long. However, when the nut has seated firmly and squarely against the face which it abuts there is no point in forcing it tighter. Beware the work assembled by a mechanic whose slogan is \(\frac{1}{6}\) unlike ill it creaks!\(\frac{1}{6}\)

#### PLAIN OR SPRING?

ON the use of washers, there are two schools of thought. Some people hold that there should be a spring washer under every nut while others consider the practice shows an altogether too pessimistic outlook. If the faces on to which the bolt head and nut seat are truly square with the hole, then a plain washer should suffice, for it forms a very efficient metal-

to-metal plate clutch in miniature. The plain washer and true face cannot, indeed, produce the distortion and unequal stress that may result from the canting of the bolt by a stiff spring washer. (In support of this point of view it may be remarked that in one famous automotive factory of international repute for its perfectionist approach to engineering, spring washers are just not recognized.)

There is probably much truth in the statement that spring washers do distort studs and bolts, especially in the case of the square-section single-coil type. It is unreasonable, however, to condemn at the same time those multi-tooth or serrated lock washers which provide an equal-all-round resistance to movement. These and the single-coil types bite into the face of the nut and the seating to resist unscrewing and their object is defeated if used in conjunction with a plain washer.

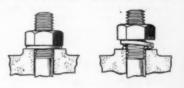
Double-coil spring washers are not so much locking devices as resilient compressible seatings; they close without misaligning the bolt. There are also many proprietary examples of lock nuts (sometimes called stiffnuts) which are being increasingly used in motor-cycle assembly. They dispense with the need for spring washers altogether while plain washers do not negative their self-locking characteristics.

#### HACKSAWING

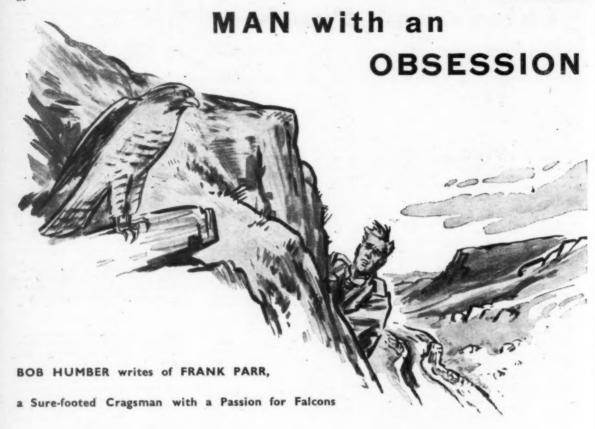
THE recognized method of using a hacksaw is for the blade to be placed in the frame so that the teeth face away from the operator; cutting occurs on the push stoke. Even many experienced mechanics are unaware of the fact that much better progress can be made when sawing thin sheet metal, and especially thin-walled tube, if the blade is inserted the "wrong" way—that is with its teeth facing back to the operator.

Risk of blade breakage or of teeth snapping off is greatly reduced as cutting is done on the pull stroke with the blade in consant tension. Incidentally, with commendable Eastern logic, certain Indian carpenters are said to have their saws especially made with the teeth cut the "wrong" way so that the pull is always the cutting stroke.

On the left a plain washer is used and on the right a square-section, single-coil washer. The types of washer shown are discussed on this page







Y D.M.W. purred and pranced up the long shepherd's track, through loose slate shale and rocky outcrop until dark crag of twin symmetrical summits—bearded by a thundering, foaming waterfall—dominated the deep ghyll and the singing beck which prattled between banks gay with golden gorse to the hamlet in the valley four miles away. Frank Parr swung off the pillion. His clinker-nail climbing boots crunched on the slate chippings. A lean, lithe fellow in his mid-30s, as hard-muscled and fit as a fell fox, he trained binoculars on the towering crag. Apart from the constant singing murmur of the beck, the high fells were hushed in a brooding silence. Not a bird cheeped or a sheep bleated. "No sign of a peregrine about the crag," said Frank. "I'll climb up the crag and work down to the buttress to see if the eggs are still there." He handed me

I scrambled to a boulder above the screes where I commanded a good view of the crag and watched Frank's slim figure swinging confidently up the shoulder of the crag. It was a sun-bright afternoon in May but a recent heavy shower had soaked the fellside. The deep-grip rubber sole of my shoe slipped treacherously on a wet rock and I was reminded of Frank's advice: "Never use rubber soles for serious rock climbing; you must have clinker nails." Frank is a rock climber of expert class and a man with an obsession.

The peregrine falcon—that rare, blue-grey, long-winged high-wayman of the mountains and the savage cliffs of the English coast, which lives by preying on lesser birds, striking them down in a headlong stoop with steely talons—is Frank's obsession. He almost worships the falcon with some mystical devotion that drives him to walk hundreds of miles over the high fells every springtime to mark their lovely, rust-red eggs with a dye-pen in an attempt to save them from the egg-collector's cabinet; for

the disfigurement of purple dye spoils their cash value to the oölogist who bribes local cragsmen to enrich his collection of eggs.

Under a 1954 Act a fine of £100 and more may be imposed following a conviction of robbing the eggs of rare birds which nest in our national parks; but the wily Lakeland cragsmen who despoil the nests of the peregrine, raven, dotterel and merlin and sell the eggs for upward of £5 a clutch are past-masters in scaling the crags soon after dawn and escaping detection. If you study a one-inch map of the Lake District you will find many crags named raven, falcon and eagle; they are the ancestral eyries of these large and powerful mountain birds which add romance to the high fells. Frank and I had already visited 18 falcon crags in the spring, riding the D.M.W. over tracks where no car could go. Before May was out, egg collectors had stolen the eggs from 15 nests and the falcons had deserted the crags. But this steepling dale-head crag of the spouting waterfall was treacherous to climb and we hoped that the falcon's eggs were still safe on the high, windy ledge beneath the frowning buttress.

Men have queer whims regarding danger. So I thought as I watched Frank clinging like a pine marten to the rock face 100ft sheer above the jagged screes, balancing on footholds and handholds of a few inches, his long, strong fingers easing surely and confidently from one slender ledge to the next. Half an hour earlier he had reproved me from the pillion when the D.M.W. had wagged its tail at 20 m.p.h., sliding through some shale. "Steady Bob, not so fast, we nearly fell off then," he had admonished! Now he was working across the great chest of the buttress to the cleft ledge where the falcon had her eyrie and it was my turn to be anxious.

A wild scream startled the brooding silence. Through the glasses I saw Frank's head turn sharply as the falcon shot out of the eyrie. The graceful bird climbed in swift circles, screaming a

fierce tirade of "harch-harch-harch" that fairly made the welkin ring. Flickering her scything, streamlined wings, she accelerated like a T.T. machine surging ahead when the megaphone comes in, gliding, stooping and climbing at incredible speed. Around me in the heather I heard the anxious ticking notes of lesser birds, ring ouzel and meadow pipit, whinchat and wagtail, whimpering their fear of the despot of the crags, terrible to behold in her anger. The smaller male peregrine, known by falconers as the tiercel, swung over the brow of the crag and falconers as the treeter, swang or the state of the man swinging down the buttress to their eyrie. But it was the big, swinging down the buttress to their eyrie. But it was the big, blue-grey falcon that began to menace Frank by an amazing display of aggression.

There are two visions of the art of speed which never fail to thrill me to the marrow. One is the sight of Senior T.T. competitors flicking round the shoulder of Snaefell and hurling their gleaming projectiles through the sinuous curves to Windy Corner, howling into one's goggling vision while the reverberation of exhausts plays a Wagnerian symphony of high courage in the echoing halls of the mountain. The second is the swaggering glide and arrogant stoop of the peregrine in which it exceeds

the speed of a Gilera in full cry.

Repeatedly the scythe-winged falcon towered into the blue, then dipped with wings clenched close to its tapering body and descended at a speed approaching 200 m.p.h., pulling out of the searing, wind-hissing dive some 10 yards above Frank's dark head, shooting up again to loop the loop in a raking arc

to repeat its awesome attack.

Frank, as nimble as a mountain goat, slipped quickly down the crag face and joined me on the screes. His dark eyes were alight crag face and joined me on the screes. His dark eyes were alight with excitement as he gazed at the flashing crescent arching the sky. "Magnificent, wasn't it?" he said. "She sounded like a rocket rushing over my head. The eggs are still there and I think they should be due to hatch in a week. Just look at that, Bob—oh man what | bird!" I watched the falcon sweep headlong towards the nick in the rock as if bent on dashing itself to nices. It speed was prodicious. Within a few wards of the pieces. Its speed was prodigious. Within a few yards of the rock face the long wings and tail were suddenly fanned out and, with incredible braking control, the peregrine alighted gently on the eyrie where two lovely squirrel-red eggs lay in a talonscraped hollow of pigeon bones.

In the months that followed, Frank and I frequently used the handy Villiers-powered lightweight to negotiate the rough track in order to watch the peregrines' progress. At two weeks of age, one of the pair of white, downy peregrine eyases sur-

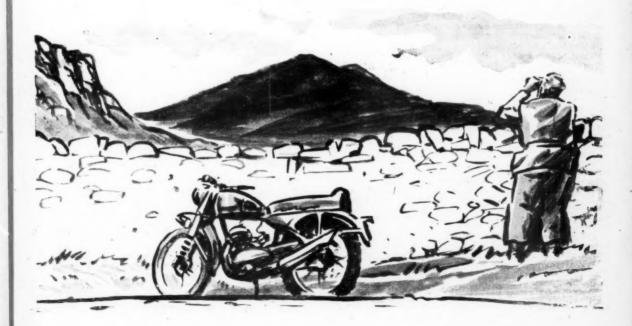


prised Frank by its infant ferocity. He unwisely handled the innocent-looking nestling and in a flash its extraordinarily large talons were embedded in his wrist. He will bear the scar for life and is rather proud of it!

One still, warm day in mid June a flight of pigeons entered the dale of deadly peril. We saw them coming onward, flickering high above the beck when they were half a mile from the tall, frowning crag. The piercing hunger cry of the falcon rang. out from the nesting eyrie on the high ledge way above our heads. Her mate shot out like an arrow from a bow from the crag turrets and mounted high in the blue. The pigeons flapped on unhurriedly, obviously unaware of the menace. We watched in breathless excitement as the tiercel flickered his slim wings, We watched then pitched forward in that headlong acceleration of the killing stoop. The wind hiss of that fierce dive appraised the pigeons of the menace in the sky and the lower birds flopped to the ground; there they were safe, for the peregrine always kills in open flight. The raking talons of the speeding crescent slashed the highest pigeon and it fell like a whirling mophead, spewing feathers, dead before it dropped beside the beck.

The executioner performed a flaunting victory roll before diving to pick up its prey. Then it flew heavily towards the Above the buttress the tiercel screamed and the larger falcon winnowed out, whereupon the tiercel released the pigeon in mid-air and the falcon, swinging on her back, caught the prey in her strong, yellow talons and carried it in to pluck and

prepare for the two excitedly screaming youngsters.



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Old togs, dust from the coal cellar, sausages and mash and bags of fun—these are the ineredients of a tramp supper, favourite winter celebration by many clubs. This tough-looking bunch is from the Eltham club

Convivial New Year greetings A SCOTTISH TOAST to all my readers-and particularly to those in Caledonia: land of McIntyres McTavishes, the "Scottish," glens, bens, burns, bawbees and that tastiest of all animals—the haggis. A guid and prrosperrous New Year tae ye a'! The Scots, as always, have been lavish in their Christmas and New Year greetings to the Editor and all my colleagues—yes, and to me as well! During the past two weeks cards have crossed the Border from the north by the very lorryload. No more so, indeed, than they have arrived in these offices from nearly every corner of the globe. Many, as usual, have come without a sender's address, so that a personal reply is not only impossible but evidently not expected. That so many readers look on us as intimate friends makes this time of year all the more satisfying, all the more gratifying. Yet, it is merely another indication that all who ride motor cycles are united in a common bond, be they Scots or Scandinavians, Canadians or Czechs, Spaniards or Soviets. Thank you all for your greetings cards. Your salutations are reciprocated a thousandfold. May 1958 bring trouble-free miles, new horizons, friendships as yet unborn. To all motor cyclists I give a toast that will be proposed many many times in Scotland today: "Here's tae us, wha's like us." Wha indeed!

CHALLENGE IGNORED I had rather thought that the days of fast lads lying in wait on a by-pass for other fast lads had long since passed. But not so, apparently. The other Sunday on a dual carriageway near Box Hill, I had a brush with a lad on a pre-war cammy Velocette, most of the timing side of which was concealed by smoke and a vast Brooklands can. The Velo was not being pushed when I passed at maybe 60.

# On the Four Winds

By "NITOR"

I was hugging the right-hand verge of the carriageway and was sweeping round the outside of a small car on a left-hand turn when there came a roar at my rear and there was the Velo, trying to squeeze through between the car and my model. That was all right by me. After all, I'm an old campaigner! But on my bracket was a nine-year-old girl, whose enjoyment of the run was momentarily switched to mild concern. The moral behind my little tale is just this. If you do beat up a man with a nipper on the pillion you won't really have proved that your bus was the

faster; only, probably, that the other man had ignored your challenge—and that you aren't so clever after all.

"that so many manufacturers fit the light switch on the right and the ammeter on the left of a headlamp or nacelle?" Can the answer be that design and development staffs ride their products only during the daytime? The right hand, surely, should not have to move around to operate a switch, since it controls both the go and the stop. The alternative use of the left hand invariably involves an awkward stretch and, on machines in which the light and ignition switches are combined, ir often causes the ignition to be inadvertently switched off. Most riders use their headlamps in built-up areas as an overtaking warning, and would therefore welcome transposal of the switch and ammeter. Even better would be a three-position (pilot-dip-main) left-hand twistgrip with a separate on-off switch on the lamp body of the headlamp.

PARLEZ YOUS ENGLISH? In The Motor Cycle for December 19 it was reported that over a million visitors had come to Great Britain's shores in the first nine months of 1957. Setting our population at about 47 millions, it means that for every 47 natives we had one visitor. Interesting, but dig a little deeper; since our oversea friends keep mainly to well-defined itineraries and are unlikely to swarm in large numbers to Pontllanffraith, Stenhousemuir or Wednesbury, the ratio in other parts of the country must have been higher—possibly one visitor to every 20 Londoners. But London covers a large area, and in parts of (for instance) Wood Green and

A country lane, a quiet cottage, the tang of wood smoke on a winter's day—this enthusiast has discovered all the joy of a run away from main roads, traffic and holiday huttle



Lower Sydenham, foreigners are seldom seen. By this reckoning, then, around Buckingham Palace or the Tower it is possible that at any time two out of every five strollers are from abroad—and the others are probably up for the day from Birmingham or Bristol. If there is a moral to this, it would seem to be, "Don't get lost in London", the chances are that any plaintive appeal for help will result in the reply, "Sorry, I'm a stranger here myself," in any language from Chinese to Czechoslovak!

short trial run "Un court essai vous en dira plus long qu'un long discours!" That phrase, "a short trial run will tell you more than a long discussion," heads an advertisement in a French contemporary journal. "The Paris agents of Terrot and Magnat-Debon," it goes on, "offer you a trial run, free and complete, of the Tournai 175 c.c." I visualize

British buyers-to-be swooning as they read these words, for trial runs are not so easily come by in these days of compulsory insurance. On the other hand, some of the foreign

exhibitions, notably those at Frankfurt and Milan, are rendered doubly interesting by featuring a test arena in which visitors may ride briefly the latest products. Earls Court is illequipped in that way: it has no suitable private road round which models could be galloped. But why not this: during the last London Shows some of the industry's prize exhibits have been taken out of the Earls Court confines for a Saturday afternoon television programme. Why not keep the machines there and throw the remainder of the afternoon and the next day open to Mr. and Mrs. Motor

Cyclist? If runs by visitors are not felt to be possible then the machines could be demonstrated by factory riders. Seeing a new model for the first time is thrilling, yes; but seeing it on the move is very much more so.

SEEING AT NIGHT

drivers do not rely on carrots for what I had fondly imagined to be pluperfect night vision. Heavies' drivers who replied to my query as to how they managed to cope with so little lighting have put the matter clearly and simply. First, they say, their speed is usually as low as 20 or 30 m.p.h. Secondly, nine heavy lorries out of 10 have no vision-obstructing bonnet. Thirdly, trunkers know their routes as intimately as they do the backs of their hands. Finally, they do so much night driving that their eyes quickly become attuned to conditions after dark. (By the way, there must be literally thousands of trunkers who ride motor cycles in their leisure hours, and to and from their depots. Many of my correspondents confess to "reading the Blue 'Un every Thursday 'up the road'.")



These Rumanian scooters are on the production line in a factory at Orasul Stahn. The two-stroke engine is horizontally disposed with the cylinder head facing forward

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Typical Donington scene showing riders at Hairpin Bend which follows the downhill swoop from Holly Wood and is not to be confused with the 180-degree turn at Melbourne Corner

#### W. J. FORD Recalls Unforgettable Holiday

#### Weekends at Donington Park

If ever the B.B.C. invited me to take part in its Desert Island Discs series, one of the records I would ask for would be the sound of bacon and eggs sizzling over a Primus stove with the noise of open exhausts reverberating in the distance. Why? Because it would remind me of those wonderful holiday weekends I used to spend at Donington Park before the war. And yet, to the younger generation of motor cyclists, Donington, like Brooklands, is just a name. True, they may have heard some older types such as I switch a club-night discussion on the respective merits of Silverstone or Snetterton over to the glory of Donington, but they have never had the good fortune to be there, to let the atmosphere of the place sink into their souls.

Now, alas, they never will. Our spirits were buoyed by the news that the Donington circuit would be reopened at Easter or soon after. Then we heard about the shattering decision (mentioned in last week's edition of *The Motor Cycle*) that, instead, the famous park was to become a stamping ground for the Forestry Commission. More's the pity. More reason for me to try to give you a pen-picture of a typical Donington weekend as I remember it.

I made my first acquaintance with Donington in the mid-

# Sizzling Bacon and Booming Exhausts

thirties and thereafter was a regular spectator at the Whit-Monday and August Bank Holiday Monday meetings until 1939 when the war stopped our frolics. The circuit of just over three miles had just about everything one could wish for—fast, sweeping bends to right and left, slower corners, a hairpin, and a straight where a fast five-hundred could reach its maximum. The tarmac swept along through open parkland and shady woods and all the vantage points could be reached on foot quite easily. But join me on a weekend club run to Donington as I knew it.

Overnight the camping gear has been packed and stowed on the bikes ready for a quick getaway after the Saturday morning stint at factory or office. We break the

back of the 140-mile journey by riding steadily for a couple of hours before making our first stop for tea and sandwiches. Then on again until eventually we reach the main gates of the park. Having paid for permission to camp for the long weekend, we ride over to our favourite site and, within an hour of arriving, the tents are up, we have washed and sorted out our kits and it is still only seven o'clock with the summer sun high in the heavens.

The girls make their way over to the Hall in the grounds to buy provisions and the lads take their machines on to the circuit for a dice among themselves and other clubmen who happen to be around. After a while, we drift back to the tents to find supper waiting. The evening is warm and we lie sprawled on the grass talking and reminiscing long after daylight has faded. Suddenly we realize we are tired; we turn in with cheery "good nights."

Sunday morning is spent in getting to know our camping neighbours who, like ourselves, have one-track minds. After lunch we take a quiet run through the pleasant surrounding countryside, returning to Donington in good time to watch the competitors arriving for the Monday's racing. Some have ridden their racers to the track and there is no lack of willing helpers to lend a hand in stripping off accessories so

willing helpers to lend a hand in stripping off accessories so that the machines will be ready for the practice period starting at the crack of dawn. Because tomorrow is going to be a full day for us, we hit the hay early and in those few blissful moments before sleep takes over, we let our thoughts

dwell on the thrills in store.

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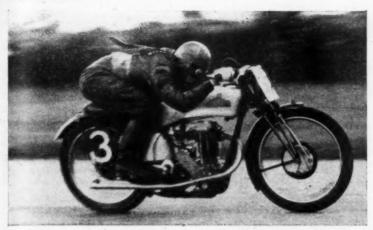
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Streamlining was unknown at Donington so there was the highest premium on crouching low to minimize frontal area. Here Bob Foster on a Grand Prix New Imperial demonstrates the art

Within minutes, or so it seems, we are roused by the noise of open exhausts as the riders warm up their engines for practice. Further sleep is impossible; we stir ourselves to see what the day is like. From the open flaps we look on to the green parkland dotted here and there with little white tents like our own. Majestic trees show up dark against the cloudless blue sky. A couple of deer eye us curiously from a safe distance. Yes, everything is set for a perfect day.

Stoves are lit and the business of preparing breakfast is under way. What with the fragrance of the dew-laden grass, the aroma of bacon and eggs frying and, in the distance, the changing song of racing exhausts, we feel it is really good to be alive. We eat our meal in leisurely fashion, then set about the job of striking camp. We have done it many times before and soon everything is packed and strapped on the bikes ready for an immediate getaway after the racing.

The track is only half a mile from our site. We take an easy stroll to our first vantage point, buying a programme on the way. Among the 100 or so competitors there are many famous names: Stanley Woods, Freddie Frith, Johnny Lockett, Maurice Cann, Jock Forbes, Harold Daniell, Austin Munks, Peter Goodman, "Crasher" White —a whole galaxy of stars. Promptly at 11 o'clock the meet-

ing starts and for the next six hours we are held enthralled with what, to me, is the acme of motor-cycle sport—real road racing on a circuit that is just about the right length.

The passing of time has not dulled my recollections of the personalities who adorned Britain's finest circuit in that pre-war era, or of the incomparable thrill of a tight bunch of riders swooping out of the shadows of Holly Wood into the brightly sunlit left-hand swerve before the Hairpin, or of the frightening passage of the sidecars through the curves following Red Gate Corner. Many riders, destined for fame, first caught the public's eye at that mecca of motor-cycle racing. One I remember in particular.

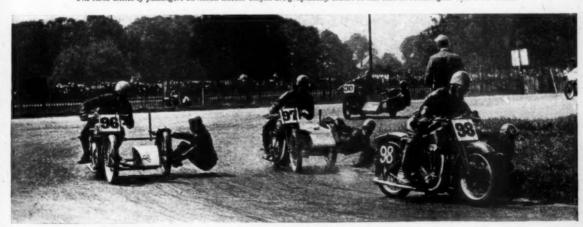
I was watching a race from Melbourne Corner, a sharpish right-hander at the end of the straight, and, on the first lap, No. 98 was just ahead of the leading bunch. I had previously memorized the numbers of the six or so likely winners,

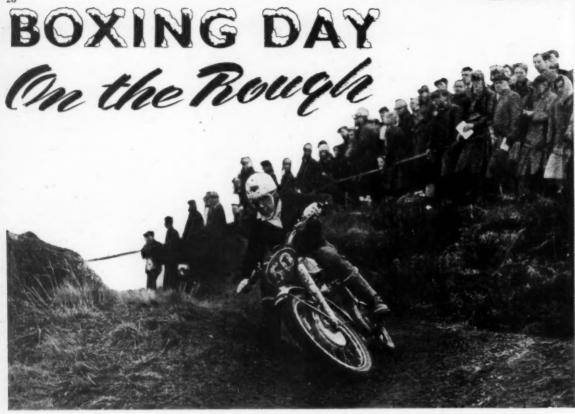
but No. 98 was not one of them. The second time round he had opened up a lead of 30 yards. I took a hasty look at my programme. The name against his riding number conveved little to me.

Everyone began to take notice. This was the sort of thing one sees all too rarely—an unknown beating the stars at their own gazue. Again and again we saw him sweep round with the effortless ease and grace that hallmarks the truly great rider. The recognized Donington exponents were doing all they knew to close the gap, but on that day's showing No. 98 was their master. Unlike the heroes of our schoolboy fiction he did not win because, on the last lap but one, his engine packed up. But the crowds had seen enough to know that they had just witnessed a star of the future in action. And they were right. The rider was Leslie Graham.

With the last race over we walk back to our machines. Soon we join the vast throng of motor cyclists making their way home. Within three miles we are clear of the main stream of traffic and open the taps for a fast run home, stopping at the half-way stage for supper; then into the saddles for the last miles through the darkness of a warm, summer night. I need no rocking as I tumble into bed just after midnight.

The lurid antics of passengers on naked sidecar outfits are graphically shown in this shot at bottom-gear Red Gate Corner





At the North Hants meeting on Tweseldown Racecourse, Dave Curtis rides zestfully on the 498 c.c. Matchless with coil ignition

## HIGH-SPEED SCRAMBLING-AND SOME SURPRISE RESULTS-AT PIRBRIGHT, TWESELDOWN AND OULTON PARK DURING THE CHRISTMAS HOLIDAY

#### At Pirbright

NE of the most traditional of all Boxing Day meetings, the Witley Club's scramble at Tunnel Hill, Pirbright, last Thursday proved as popular as ever. The North Hants Club had selected the same day on which to stage its equally renowned Southern Scott Scramble at Tweseldown—a mere seven miles distant. Entries for both events, taken collectively, totalled 276, but 183 of them were captured by Witley—and there were certainly far more spectators at Tunnel Hill than at Tweseldown. Where senior riders were concerned it was a case of honours even with 17 at each meeting; the bulk of the Witley entry was made up of juniors (plus the excellent total of 19 sidecars).

Among the seniors assembled on the sandy, Christmas-treed slopes of Pirbright Common were such stars as Gordon Jackson (498 A.J.S.), John Clayton (197 Francis-Barnett and 498 A.J.S.) Bryan Sharp (197 Francis-Barnett and 498 Triumph). Tony White (498 A.J.S.)

(whose magneto gave up during practice) and Phil Nex (499 B.S.A.). Triumph teamsters John Giles and Ken Heanes were also present, and, unknown to the majority of spectators, they were there with the main purpose of deciding the destination of the 1957 South-Eastern Scramble Championship title. Surprisingly, it was a lesser-known rider—Ian Horsell (498 A.J.S.)—who set the pace and won the two main races in a style so electrifying that, as one onlooker was heard to remark, it interfered with the Christmas pudding!

The struggle for the championship crown developed into a memorable climax. Points collected during the preceding 12 months had been so evenly distributed between Heanes (already three times title holder) and Giles that the Senior Race at Tunnel Hill had become all important. A year ago there had been an almost neck-and-neck finish for championship honours between Heanes and Clayton—but last week the positions were the closest on record: Heanes with a total of 36 points and Giles with 35. Only the Senior Race

could count, and scoring was on a threetwo-one basis.

But what happened? Horsell was the winner (he was too far down the list for his three points to put him in the run-ning), Giles was second and Heanes third—so the two Triumph stars finished dead-heating with 37 points each! "Saw the shield in half!" said someone, but the stewards readily adopted a suggestion that the final decision should hinge on the outcome of the last race of the day. was a 10-lap affair, restricted to the 30 fastest riders, and for three laps Heanes and Giles passed and repassed one another in a display of scrambling such as seldom seen on Pirbright Common. disaster! In passing a slower competitor, Heanes got momentarily off-line and camea cropper. He was up and away again in an instant, but Giles was out of sightforging ahead to his first centre scramble championship win.

But there were many other exciting incidents at Tunnel Hill. True, the three junior heats which opened proceedings were uneventful, but the four-lap Sidecar

Scratch Race saw a prolonged tussle between the three fastest competitors—Rufus Rose (498 J.A.P.), Frank Wilkins and Bill Turner (both with 497 c.c. Ariels), Rose led throughout, with Wilkins and Turner indulging in splendid cut and thrust not far astern. Harry Cheshire (499 B.S.A.), who had finished second to Peter Cremer (498 Triumph) in the first junior heat, won the six-lap junior final (he led from start to finish), and then came the Senior Race—with Ken Heanes and his 498 c.c. Triumph away to a sparkling start. But Joe Johnson (499 B.S.A.) was soon in front, and stayed there until he slid to earth on the penultimate lap—an opportunity which Ian Horsell was not slow to take. Both he and John Giles had overhauled Heanes at about half-distance.

Then came two lightweight heats (on the second of which the sparking plug blew clean out of Bryan Sharp's 197 c.c. Francis-Barnett's cylinder head), followed by the Sidecar Handicap. A seemingly assured win by Geoff Moorcock was snatched from him when his 646 c.c. Norton shed a chain on the last lap. Then, after the lightweight final—in which John Clayton (197 Francis-Barnett) and Joe Johnson (197 Dot) finished far ahead of the remainder—the 30 fastest riders lined up for the last race of the day.

From the outset it was obvious that Horsell intended to repeat his senior win, but behind him there occurred spirited duels—first between Heanes and Giles, then between Sharp and Clayton. Gordon Jackson dropped out at half distance, and Phil Nex never got higher than sixth place. But it was a good race, and the classic scrap for the centre championship provided a fitting climax to an excellent day's sport.

Sidecar Scratch Racs.—1, R. Rose (J.A.P.); 2, F. Wilkins (Ariel); 5, W. A. Turner (Ariel). Junior Final.—1, H. E. Cheshire (B.S.A.); 2, G. King (B.S.A.); 3, D. H. Howlett (197 Greeves). Scriior Final.—1, I. S. Horsell (A.J.S.); 2, J. R. Giles (Triumph); 3 K. Heanes (Triumph); 5 K. Heanes (Triumph); 5 K. Heanes (Triumph); 5 K. Heanes (Triumph); 5 C. Lightweight Final.—1, J. E. Clayton (Francis-Barnett); 2, J. G. Johnson (Dot); 5, A. W. Mayze (Francis-Barnett), 3 F Sastest Riders.—1, I. S. Horsell; 2, J. R. Giles; 3, B. A. Sharp (Triumph).

At Tweseldown

LES ARCHER (490 Norton) was in top form at the North Hants Club's Southern Scott Scramble held on Tweseldown Racecourse, near Aldershot, on Boxing Day. In addition to winning the main event of the programme he was also victorious in the 1,000 c.c. Senior Race.

victorious in the 1,000 c.c. Seano.
Only rider to give Archer any serious competition was Dave Curtis whose 498 c.c. Matchless sported coil ignition. To save weight, no generator is fitted. The coil is energized by a wet battery mounted at the back of the left-hand number plate. As on the 1958 Matchless single-cylinder roadsters, the contact breaker is housed

in a compartment within the timing chest. With dead-engine starts in scrambles really slick engine starting is vitally important. The change has been made experimentally to see whether the coil equipment is an advantage over magneto ignition. When the flag fell for the start of the final of the Southern Scott race it seemed that the experiment was paying off for Curtis cannoned into the lead.

At the end of Lap 1 he led from Jim Sheehan (497 Ariel) with Archer third, Geoff Ward (498 A.J.S.) fourth and Derek Rickman (499 B.S.A.) fifth. Archer passed Sheehan on the next lap and by the end of Lap 3 was right on the tail of Curtis. Next time round Archer led by inches. But the expected tooth-and-nail struggle failed to materialize for, thereafter, Archer drew away to win comfortably.

Brian Leask (Greeves) led the 200 c.c. Allcomers' Race from start to finish. However, the first four laps of the six-lap event were enlivened by a wheel-to-wheel dice for second place involving E. G. Stroud (Greeves) and Michael Jackson (Francis-Barnett). The duel ended in Jackson's favour.

Curtis repeated his smart getaway in the 1,000 c.c. Senior Race and, again, led at the end of the first lap. But Archer had his measure and a lap later was 20 yards to the good. From then on Archer relentlessly drew ahead. One of the highlights of the race was the brilliant riding of Leask who battled his 197 c.c. Greeves into sixth place.

Southern Scott Scramble (heats 4 laps, final 10 laps); Heat 1.—J. Sheehan (497 Ariel). Heat 2.—C. G. H. Ward (498 A.J.S.). Heat 3.—L. R. Archer (490 Norton). Final.—1. Archer, 23m 59.6s; 2. D. G. Curtis (498 Matchless); 5. D. E. Rickman (499 B.S.A.). 260 c.c. Allcomers' Race (6 laps).—1. B. D. Leask (Greeves). 15m 18.ls; 2. M. Jackson (Francis-Barnett); 3. E. G. Stroud (Greeves).

(Greeves).

1.900 c.s. Junier Race (heats 4 laps, final 6 laps);
Heat 1.—K. Messenger (499 B.S.A.). Heat 2.—R. C.
Wain (499 B.S.A.). Heat 3.—M. Jackson (197
Francis-Barnett). Final.—I. Jackson. 16m 5.6s; 2.
Messenger; 3. F. Smith (547 Ariel) 1.000 c.s.
Serior Race (6 laps).—I. Archer, 14m 5.8s; 2.
Curtis; 3. Shechan.

At Oulton Park

IN glorious weather, nearly four-score merry scramblers journeyed to Oulton Park on Boxing Day for the Chester Club's scramble . . . and what a fine yuletide outing it proved to be for J. D. Stallard. On the 1,000-yard circuit, situated near Cascades Corner on the inside of the road-racing circuit, Stallard piloted

his two Triumph models round with sufficient zest to win three of the four finals. In the last race of the day—the Oulton Scramble over eight laps—Terry Cheshire's turn came. He had been second to Stallard in both the previous finals. With only two laps to go, Stallard's Triumph, having a little more urge on the easier going, took the lead from Cheshire's Royal Enfield. Then, steaming ferociously to retain the lead, Stallard was baulked in the boggy section by the tail-enders and was pitched off. Cheshire was the chaser no longer. Although Stallard was soon aboard he had to be content with third place.

Meriting special mention was M. T. Rodgers (499 B.S.A.), a newcomer to this Cheshire Centre meeting. It was not his day, however, for although going very well, he was plagued with mechanical trouble. Unfortunate was E. Mercer (197 Greeves) who fell and injured his shoulder. Bill Barugh was, as always, in fine form; he brought his 197 c.c. Dot into fourth place in the Oulton Scramble final and into second place in the Lightweight final behind Stallard's Tiger Cub.

For the first time at this meeting the continental-style massed start was used. Competitors sat on their machines, with the engine running—each rider with his left hand on his head to show that the machine was out of gear. The Oulton circuit, where riders start on a long straight, is ideal for this fashion of overcoming initial inertia. The sight of the field screaming down the straight and soaring in close company over the bumps—with the weather so warm that some of the sizeable crowd even discarded their overcoats—was indeed a preview of summer days.

Summer Gays.

Lightweight Rase (4 laps).—1, J. D. Stallard (199 Triumph): 2, W. Barugh (199 Dot); 5, 8. Blckerton (249 Dot). Cheater Scramble (6 laps).—1, J. D. Stallard (498 Triumph); 2, T. W. Cheshire: Taccoring Scramble (6 laps).—1, J. D. Stallard: 2, T. W. Cheshire: 3, P. H. Carier (490 Norton). Outten Scramble (8 laps).—1, T. W. Cheshire: 2, J. Matthews; 5, J. D. Stallard: 4, W. Barugh: 5, F. Span (249 D.M.W.); 6, 8. Blckerton.

Scene from the 200 c.c. final at Pirbright. The speeding rider is J. E. Clayton (Francis-Barnett), who won from J. G. Johnson (Dot)



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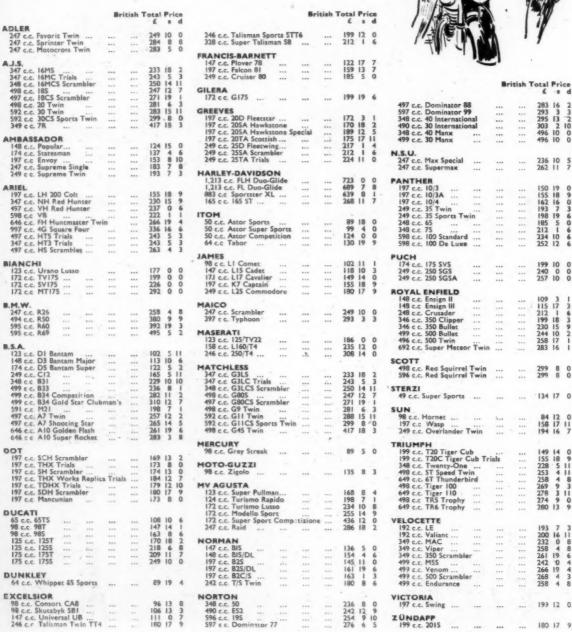
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# Price List of New Motor Cycles





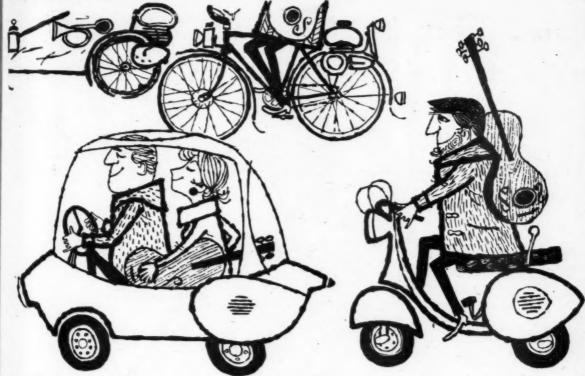
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MOTOKOV PRAHA CZECHOSLOVAKIA

¥ 1958



Bob Currie, of "The Motor Cycle," aboard the Trytonette-equipped Matchless twin

## Comprehensive Fairing

Frontal Enclosure Provided by a New Fitment in Glassreinforced Plastic: Details and Brief Test Run

NTHUSIASTS who live in the Worcester area may have noticed a Matchless twin equipped with a complete frontal fairing in glass-reinforced plastic. Such a machine has been undergoing proving tests on the roads of the county. The fairing, to be called Trytonette, is the venture of H.T. and I.E. Gaultry, a Worcester firm of light constructional engineers. Development work on the prototype has been carried out with the assistance of Eric Williams, Ltd., Pierpoint Street, Worcester, to whom all inquiries should be addressed.

On the machine to which the fairing is at present fitted the front wheel may be turned to the full limit of the fork stops, sufficient cutaway being provided at the base of the nose to obviate fouling by the tyre. The full-width Perspex windscreen blade is given a slight degree of wrap-around at each side to afford warmth and protection to the rider's hands. At each side of the shell is an air intake with bonded-in expanded-metal grille and, although no special ducting is embodied, the shape of the integral leg-

shields is such that air is deflected around the cylinder heads and barrels.

Attachment of the fairing machine is by substantial welded brackets 11×1in steel. The upper bracket, which has bow-shape reinforcement, is bolted to the sidecar-attachment lug at the upper end of the front down tube while the lower bracket is secured to the forward engine-plate mounting bolt. The outer ends of each bracket are bolted to the forward face of the legshields by a total of eight bolts. Removal of the bolts releases the fairing, leaving the brackets in position. A moulded facing in the nose accommodates the headlamp light unit and it is, of course, necessary to lengthen the standard cables to the lamp, inserting snap connectors into the leads to aid rapid removal of the shell for work on the front wheel.

Support for the forward part of the

Support for the forward part of the fairing is provided by tubular struts running from the attachment brackets to an internal shelf at the top of the legshield.

The prototype shell, as implied earlier, has been developed to suit A.J.S. or Matchless machines but fittings for other

makes will be available in due course. For the present it is the intention to request a customer owning a machine other than an A.J.S. or Matchless to give the manufacturers the opportunity to design and make suitable fittings. Later, of course, that procedure will not be necessary.

A member of *The Motor Cycle* staff has had a run on the protoype. A fast stretch of dual carriageway was chosen for the test and it was found that the handling of the Matchless twin was in no way adversely affected. It was a cold December day and a direct comparison was made with a machine equipped with only a handlebar windscreen of orthodox type. In these circumstances the Trytonette fairing emerged with full marks for cosiness

It was at first thought that the gap between the edge of the internal shelf and the front-fork stanchions might prove a source of updraught. In fact such was not the case and no draught was felt. The attachment brackets seemed well up to their work and the fairing showed no inclination to judder. There appeared to be insufficient clearance between the lower bar of the top attachment bracket and the machine's front mudguard, so that on full deflection of the fork the mudguard could contact the metal strip. Production versions will be modified in that respect.

Finished in any single colour to choice the Trytonette fairing is to be marketed at £29 19s 6d including purchase tax.

Some idea of the comprehensive nature of the weather protection afforded is evident from this three-quarter-rear view



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#### **Competition Commentary**

## Riders are to Blame

More About the Observer Shortage : Speed Schedules : A Rider's

Rider: New Marking System

By RALPH VENABLES

AST November, when I first mentioned the observer shortage in trials, I had no idea that such a spate of letters would come rushing in. Every week during December hard-hitting epistles were published in the correspondence columns—and most of the hitting was directed at competitors. The same theme ran through them all, emphasizing that riders have only themselves to blame for a situation which last year resulted in many organizers having to omit good hills from their trials because not enough observers were available. If some drastic move such as that discussed by A. R. Barfield last week is not made this year, then I can see more and more clubs imposing a no-inspectionof-sections rule—and that has always been hugely unpopular. It is humorously claimed of one young rider in my neighbourhood that prohibiting inspection would occasion no change of tactics because he likes to sneak up on the sections and take them by surprise! But the tardy habits of most riders have brought about this situation; a strict time schedule is the one remaining solution to maltreatment of officials who are kept waiting for hour after hour without justification.

BUT a speed schedule does not, in itself, cut out delays. It may even aggravate the problem because unavoidable delays on observed sections become not merely annoying—they become a prime factor in the loss of marks unless there is in operation a system of recording the exact duration of all delays. The 1957 South Midland Centre Team Trial (in which, as I mentioned three weeks ago, well over 100 riders were disqualified for exceeding the time allowance) has given rise to more grumbling than any trial I can recall—simply because no allowance was made for the delays which occurred. Tony Wirdham, who was runner-up, wrote to me from Oxford to say: "There is no doubt that some competitors did encounter very extensive delay. No protests on this score were entertained—but surely it is an unwritten rule that delay cards are issued when time is involved?"

UNWRITTEN rules are about as effective as gentlemen's agreements! Besides which, after studying the results of the team trial, I am far from convinced that delay was unavoidable. There was an entry of just over 250 (a vast number to handle at this time of year) and, of the first 100, 48 were excluded for exceeding the time allowance. Where genuine delay

occurs (by which I mean an unavoidable hold-up at an observed section) it obviously increases with the progress of the trial—yet in the last 100 competitors the number of riders excluded dropped to 42. What really occurred was that many riders purposely adopted go-slow tactics in an endeavour to make the organizers abandon the speed schedule—but their delaying action had its effect on competitors who made a genuine attempt to finish within the time limit.

BRIAN STONEBRIDGE made best individual performance in this much-discussed trial, and he has won his last four trials in quick succession. As a scrambles rider Brian has been very nearly supreme for many years (I would go so far as to say that he was always capable of winning when he really wanted to), but it was not until his epic performance in the Scott Trial that most of us took the lanky Brian seriously as a trials exponent. In the jazz vernacular one talks about a "musician"s musician"—a performer whose ability is fully appreciated only by his fellow artists; here, surely, is the perfect example of a

"rider's rider." Such acknowledged aces as Gordon Jackson and Jeff Smith are quick to admit their boundless admiration for Brian; it comes as no surprise, therefore, when the British Two-Stroke Club announces that Stonebridge has been awarded the T. G. Meeten Trophy for the most outstanding performance by a rider of a British two-stroke machine in 1957.

A NOTHER mud-plugger to hit peak form this winter is Peter Stirland. I am not alone in rating his win in the Southern Experts' Trial as the ride of the year. Suddenly assailed by a determination (call it a twinge of conscience, if you like!) to try all the new "Southern Experts" sections before inflicting them on competitors, I borrowed Stirland's three-fifty Royal Enfield for a day in November and had the time of my life. Easily the sweetest trials machine I have ever ridden; light, responsive—an en-chanting mixture of docility and high performance which added up to such a tractable piece of ironmongery that when I reluctantly returned it I expressed the opinion that, with such a machine, it was impossible not to win. "On the conimpossible not to win. "On the contrary," grinned Peter, "I find it all too easy!" But within a matter of weeks he went out and won the Mitcham Vase, Hoad Trophies and Southern Experts' trials. There must have been something in what I said!

IT was in the 1956 "Southern Experts" that two-five-six marking (two for a touch, five for a foot, six for a stop) was first tried but the appalling weather made so many of the hills impossible that the true merits of the system were somewhat

Brian Stonebridge is the winner of the T. G. Meeten Trophy for the most outstanding performance with a British two-stroke during the past year. Here he is, on his fabulous Greeves scrambler, in typically style



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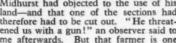


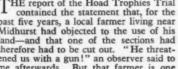


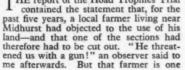


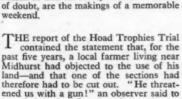


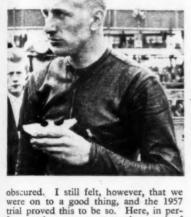












fect weather, was a course where each of

the 30 sub-sections was ridden clean at

least once and where nothing deteriorated or became impossible. And look at the

outcome! The marking gave just about the most clear-cut results in the trial's

Jackson, Giles) lost six, 22 and 39 marks respectively. Nowhere in the first 12 places—solo or sidecar—was there a tie.

Next winter, dare we hope that the British

Experts', Northern Experts' and Welsh Experts' trials will adopt the same

HOW pleased I was to learn that my prolonged nudging of the Birming-

ham Club had at last been heeded and

nam Club had at last been heeded and that, despite the great success of the two Ludlow events, the 1958 "British Experts" would in all probability be held in Hereford. Clearly, the venue for the trial should be shifted each year. The terrain between Hereford and the Black

Mountains would afford the Birmingham

Club (with, no doubt, assistance from the Wye Valley Club) every opportunity to stage the finest British Experts' Trial on

SOMETHING else that pleased me was

Team Trial would take place within a reasonable distance of the previous day's

national Kickham Trial. The "Kickham,

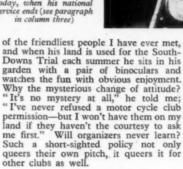
as usual, is to be held in Somerset-and

the Inter-Centre Team Trial will be based

on Sidmouth, Devon (organized by the South-Western Centre). The dates are March 15 and 16. Here, without a shadow

the news that the 1958 Inter-Centre

On the left, John Hartle as you may see him in 1958. On the right the famous On the right the Jamous road racer is wearing the denim uniform he hands back to the Q.M. stores today, when his national service ends (see paragraph in column three)



WAS delighted to see the lengthy letter from the secretary of the Auto-Cycle Union in reply to my criticisms. fact remains, however, that a terribly long time has elapsed since the introduction of the 1956 Road Traffic Act (at least, that part of the Act demanding county council permission to include footpaths and bridleways in trials). The A.C.U. has progressed no further than a meeting with the County Councils' Association at which suggestions were made for the drafting of a standard form of application which clubs might in due course be able to use. I leave readers to judge for themselves whether this constitutes good progress over a period of 14 months.

WHEN clubs are in the thick of annual dinners and presentations of awards at this time of year, far too many riders have cause to complain that their trophies are long overdue (those com-petitors, especially, who have been unable to attend the previous year's functions). Let all club committees make this New Year's resolution: "Where a successful competitor has been unable to be with us for the annual dinner we will ensure that his awards will be sent to him by post without delay." Riders themselves might do worse than drop a line to the club concerned, explaining the need for missing the annual beanfeast and suggesting that the trophies be packed and posted.

 $A^{T\ a}\ \text{time when the use of public rights}$  of way for trials is becoming increasingly difficult, a bombshell has been



dropped on the South-Eastern Centre (where 130 clubs are crowded into three counties and where, in consequence, the use of Army land is almost unavoidable as a means of reducing congestion). The shattering news is that the charges for W.D. land are to go up forthwith to £10 for a trial and £50 for a scramble. The centre is already taking steps to counter the move by negotiating for the purchase of a large tract of rough land in Sussex for or a large tract of rough land in Sussex for the sole purpose of staging trials and scrambles. Organizers in less populated parts of England have little idea of the very real difficulties confronting South-Eastern Centre clubs nowadays.

# **Other Sports News**

TODAY (Thursday) at Deepcut, near Aldershot, one of the world's foremost racing men exchanges his battle dress for a racing men exchanges his battle dress for a civilian suit. John Hartle's national service is over. Until the racing season begins you will see him competing in most of the big trials, riding the Matchless Hugh Viney used (with an A.J.S. badge on the tank) in the British Experts' Trial. Hartle is disappointed that he will miss the "Bemrose" on March 29. For about then he will be in Italy, rushing round Monza, preparing his factory MV Agustas for the racing season. His contract with the Italian factory leaves him free to ride other machines. So he will be seen on several of the home tracks on Eric Bowers' Nortons.

IT has been found, after all, that the number of clubs playing moto-ball is not enough to make an inter-centre competition possible for 1958. However, the A.C.U. competitions committee has suggested that an inter-club competition on the knock-out principle be arranged. The position as regards an inter-centre contest is to be reviewed later in the year. in the year.

AN addition to the list of the scrambles to be supported by manufacturers this year is the Lancashire Graph National organized by the North-Western Centre; the date is Saturday, August 9. Those readers who are keeping the fixture list published in our columns on December 19 may like to put an asterisk against the entry.

(More sports news on next page)

# Antelope Scramble

Bright, Pleasant Weather for Charity Meeting on Friday After

Christmas: Two Wins for Brian Martin (B.S.A.)

STAR of the Paybody Scramble, that traditional Christmas holiday meeting organized by the Antelope (Coventry) Club in aid of the Paybody Children's Home, was Brian Martin (B.S.A.). Martin won both major races. Last year's event was abandoned owing to snow; last Friday the weather throughout was mild and bright. The course, at Hawkeshury Earn Eyhall is course, at Hawkesbury Farm, Exhall, is bumpy and slithery and laid out across col-liery spoil-heaps conveniently deposited at the of a canal

de of a canal. Leader of the 250 c.c. race until the final up was Jack Stallard (199 Triumph). But, and pressed by Jack Clayton (Francis-Bar-ett), Stallard failed to appear over the brow of the hill leading down to the finish. It was Clayton who first acknowledged the

chequered flag. chequered flag.

Heat winners of the 350 c.c. class were respectively Brian Martin, M. G. Prestage and Andy Lee (B.S.A.s). A scrap between Lee and John Harris (B.S.A.) in the third heat provided the major excitement. In the final, four men—Lee, Peter Taft, Jim Burton and Harris—drew clear of the pack to fight out their own battle, which was resolved in favour of Lee. In the final of the Unlimited c.c. Race,

Jimmy Bray (B.S.A.) shot away from the line, chased by Burton and Taft. Martin had started poorly but soon began to recover lost ground, passing Bray on the sixth lap and holding his lead to the end.

Lying third as the field got away to start the 500 c.c. final, the last race, Martin passed the 500 c.c. man, the last race, Martin passed Peter Taft on the second lap then settled down to stalk the leader, Andy Lee. His chance came at the sharp, rutted turn as the riders began their fifth lap, and from that point on Martin steadily increased the gap which separated him from the remaining

250 c.c. Race (5 laps), —J. E. Clayton (Francis-Barnett), 7m 25.6s; 2, N. H. Storer (201 Greeves); 5, P. A. Lamper (197 Greeves), 356 c.c. Race (6 laps), —1, A. W. Lee (B.S.A.), 8m 44.4s; 2, P. N. Tatt (B.S.A.); 5, J. Button (B.S.A.). Unimited c.c. Race (6 laps), —1, B. W. Martin (B.S.A.), 11m 26.2s; 2, J. S. H. Bray (B.S.A.); 5, P. N. Tatt. 506 c.c. Race.—1, B. W. Martin, 11m 32.2s; 2, A. W. Lee: 5, P. N. Tatt.



Alternative new mudguard for Dayton 249 c.c. modifying existing machines

# More Sports News

COUNT DOMENICO AGUSTA was in Paris on December 20. He had been invited by Johnny Lurani and he gave his views about racing to the sub-committee of the C.S.I. although the meeting had been officially boycotted by manufacturers.

The limited streamlining to be permitted for road racing this year was again discussed and the basic regulations clarified in detail to deal with stipulations which could have been misunderstood. The final draft is to be published core. be published soon.

At the F.I.M. Autumn Congress decided that the minimum weight of riders when wearing their full riding gear should be 60 kilogrammes (about 132 lb). The Paris conference ruled that those scaling under that

conference ruled that those scaling under that nevel would be required to carry weights as necessary affixed to their machines.

Piet Nortier, the C.S.I. president, has inspected the circuit at Hedemora and is satisfied that it is suitable for the Swedish Grand Prix (July 26 and 27) to be accorded classic status. The meeting will therefore count in the world's championships.

C.S.I. members at the Paris meeting were Piet Nortier, Johnny Lurani and Emil Vorster (vice-presidents) and Vic Anstice. F.I.M. president, Augustin Perouse, and C.T.I. president, Marcel Violet, also took part in the discussions, and Major David Goode, assistant secretary, was in attendance. assistant secretary, was in attendance.

OMORROW night-at 10.30 p.m. petitors from three starting points will embark on the 330-mile route for the M.C.C.'s Exeter Trial. In the motor-cycle categories there is an entry of 95. Starting points are The Peggy Bedford Hotel (just beyond the main entrance to London Airpovol the main entrance to London Air-port), Longford, Middlesex; the Queen and Castle Hotel, Castle Green, Kenilworth; Guildhall car park, Launceston (Cornwall). All routes converge on Honiton (Devon) and thereafter competitors cover the same course to the finish at the Gloucester Hotel, Wey-

Times of arrival of the first man at the various observed hills on Saturday morning

are as follows: Pin Hill (near Honiton), 3.40 a.m., Tillerton (Tedburn St. Mary), 6.40 a.m., Fingle Bridge (Drewsteignton), 7 a.m., Simms (Ilsington), 7.50 a.m., Stretes (Ottery St. Mary), 9.20 a.m., Waterloo (Colyford), 9.50 a.m., Meerhay (Beaminster), 11 a.m., Askers (Bridport), 11.40 a.m., Weymouth 12.30 p.m.

the first road-race meeting of his South African tour—at Pietermaritzburg
—Mike Hailwood (N.S.U.) won the 250 c.c.
event at the record average speed of 70 m.p.h.
He finished third in a handicap.

AN appeal has been lodged by Gordon An appeal has been lodged by Gorgon
Jackson against the stewards' decision to
award the solo trophy for the 1957 British
Experts' Trial to Jeff Smith. Jackson, it will
be recalled, was announced as the winner
initially but lost the event when a protest
by Smith against an observer's marking was

ONE of the best items of New Year news is that the regulations for the Scottish Six Days' Trial (May 5 to 10) are now being sent to prospective entrants. After a lapse of seven years, the Edinburgh Club is inviting sidecar entries and in expectation of inviting sidecar entries and in expectation of a good response is putting the top limit for entries up to 200. Route planning is going ahead and with George Baird leading the team of explorers a really first-class course can be expected. As usual the start will be from Edinburgh on the Monday (May 5), headquarters will be in Fort William that night and until the Saturday morning when the route will take competitors back to Edinburgh for the finish. burgh for the finish.

burgh for the finish.

Entry fees are: manufacturers, £17; agents, £11 15s; private owners, £6 10s; private owners who are members of the Edinburgh Club or riders in the Services, £5 10s; manufacturers' team, £5 10s; club team or Services team, £2 10s. All riders must hold an international competition licence obtainable from the A.C.U. Entries will be accepted immediately. will be accepted immediately.

A T Swannanoa, Canterbury, New Zealand, on Saturday, December 7, Bob Burns established a solo national 1-mile flying-start

record with a mean speed of 164.38 m.p.h. The highest one-way speed achieved was 168.2 m.p.h. The machine was powered by a 998 c.c. Vincent Black Lightning engine. The frame and other cycle parts were from a 1948 Vincent Banide.

The frame and other cycle patts at 1948 Vincent Rapide.

Although Burns' 176 m.p.h. with a third wheel, achieved at Utah in August last year is not recognized by the F.I.M. as a world's record, Burns is regarded everywhere as the fastest man in the world in the three-wheeler

IN order to prevent trials officials being approached by competitors who disagree with an observer's marking, a new regulation is to be drafted for further consideration by the A.C.U. competitions committee. In effect, the A.C.U. competitions committee. In effect, the regulation will provide that any query arising from a decision by an observer or official may be made only in writing. Any rider becoming involved in an argument with an official will be disqualified.

DATE for the Auto-Cycle Union Television Team Trial is Saturday, February 15. Full details are expected to be available shortly.

A T the request of the local police, in view of foot-and-mouth disease, the Wrexham Club has cancelled its trial scheduled to take place on Sunday, January 12.

KEN KAVANAGH may be car racing this year. He has bought a 2½-litre 250F Maserati, which on January 19 may be loaned to Stirling Moss for the Argentine Grand Prix, first of the world's championship meetings.

NORTHERN enthusiasts will have noted that the Newcastle Club's Travers Trial is being held on a Sunday this year. The date is April 13. The reason for the switch from a Saturday is to give enthusiasts who work a five and a half day week an opportunity to see the trial—and so that observers can be out in full strength.

ONE of the best-known racing managers, Norman Freeman, of Dunlops, retired at the end of December after 38 years with the company. He had been associated particularly with attacks on the land-speed record, including Sir Henry Segrave's 203.8 m.p.h. in 1927. Sir Malcolm Campbell's 206.9 the following year, and John Cobb's 394.2 in 1947—the existing record. D. W. Badger is now the Dunlop racing technical manager.

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# Team Trial

# Southern Centre Event Won by Henley Club Quartet

FOURTEEN teams (each of four riders) took part in the Southern Centre Team Trial at Bridport last Sunday, and the lists were further swelled by 72 individual entries, making a total of 128. With such a figure it seemed over-ambitious to have two laps of at seemed over-amountous to have two laps or a course containing over 30 observed sections —but perfect weather layoured the organizers (the Bridport Club) and many non-starters and retirements helped to alleviate the prob-The sidecar contingent, however, lem.

lem. The statem covered only one lap.

Had bonus points been awarded for the Had bonus points been awarded for the riders travelling the greatest distance to compete, then the Henley Club's quartet—Peter Stirland (346 Royal Enfield), Pat Lamper (201 Greeves), Bill Faulkner (199 Triumph) and J. R. Thomas (347 A.J.S.)—would have started off with a considerable advantage. But no such aid to success was needed, for they beat the much-fancied X.H.G. Tigers team by 11 marks.

they beat the much-fancied X.H.G. Tigers team by 11 marks.

The Tigers, however, produced the individual winner in 18-year-old Colin Lambert (197 Francis-Barnett), who succeeded in finishing ahead of Peter Stirland by just one mark. Stirland completed a brilliant first lap with the loss of only six—but his score mysteriously mounted to 21 by the end of the day. Among the sidecars there was an almost equally close tussle for top honours, with the premier award going to scrambles

almost equally close tussle for top honours, with the premier award going to scrambles expert Rufus Rose (497 Ariel), four marks ahead of John Callander (692 Royal Enfield). The start and finish were at Askers Roadhouse, high above the sun-dappled Dorset coast between Weymouth and Lyme Regis, and some extremely difficult sections were located in the muddy fields at Look Farm, near Punchknowle. Unfortunately, because of a misunderstanding, four of these were thought to be for sidecars only—but matters were righted in time for the second lap.

thought to be for sidecars only—but matters were righted in time for the second lap.

An equally difficult group of sections was encountered at Berwick Farm, Swyre, where full us was made of a rocky stream-bed with an exit so steep and slippery that for Lap 2 it was observed down instead of up. Only Stirland got through the Berwick group unpenalized on the second lap.

penanzeco on the second nap.

Southern Centre Team Prize.—Henley: P. T. Stirland (546 Royal Enfield), 2i. P. A. Lamper (201 Greeves), 4?; W. G. R. Faulkner (199 Triumph), 5i. J. R. Thomas (547 A.J.S.), 56. Total, 175.

Best Sele.—C. A. M. Lambert (197 Francis-Barnett), 20. Hest Sidecar.—R. Rose (497 Ariel), 24, 259 6.e.—J. H. Hayward (197 Greeves), 2536 c.e.—P. T. Stirland (Royal Enfield), 21. 598 c.e.—A. J. Wirdnam "B.S.A.), 39

# Australian T.T.

HARRY HINTON JNR. (N.S.U. and Norton) won both the 250 c.c. and 350 c.c. races at the Australian T.T. meeting held on the three-mile Phillip Island circuit, Victoria, last Sunday. The failure of Harry's brother, Eric (who was also N.S.U.-mounted), to complete a lap, resulted in Harry's having an easy win in the 250 c.c. event. Even so, he knocked 5s off the lap record; his speed was 7105 m.n.h.

he knocked 5s off the lap record; his speed was 71.05 m.p.h.
In the 350 c.c. race Eric Hinton was a non-starter. When the flag fell, Maurice Quincey (Norton) shot into the lead but crashed before the end of the lap. He sustained a broken thumb. Next star to fall by the wayside was Bob Brown (A.J.S.) who oiled a plug. Harry Hinton was then left in front to be chased home by Ken Rumble (Norton). Hinton's fastest lap—at 75 m.p.h.—broke the 350 c.c. record. 350 c.c. record.

Quincey's 350 c.c. spill resulted in his being absent from the line-up for the 500 c.c. event. The first three laps saw a three-cornered fight for the lead between the Hinton brothers and for the lead between the Hinton brothers and Brown—a last-minute entry and riding Douglas Fugger's B.M.W. Brown's challenge came to an end when a stone shattered his goggles. But in spite of this handicap he carried on to finish third. After the race he had some glass removed from his right eye. Eric won in a photo finish and lowered Quincey's lap record by 2.4s (speed 77.5 m.p.h.). Prizes were presented by Mrs. Rev. Duke. Geraldine Campbell, sister of Mrs. Pat Duke.

Geraldine Campbell, sister of Mrs. Pat Duke.

Junior Chioman's Rase.—1. B. Beasy (B.S.A.);

R. Pfluger (B.S.A.);

S. J. Garrett (B.S.A.);

J. Garrett (B.S.A.);

J. Garrett (B.S.A.);

J. Sanderson (B.S.A.);

J. J. Sanderson (B.S.A.);

J. R. Thomson (MV Agusta);

R. T.—1, R. N. Brown (MV Agusta);

S. G. Garruthers (Lambretta);

J. R. Thomson (N.S.U.);

S. G. Sidecar (T.—1, B. Mack (Rorton);

J. R. Riley (Norton);

J. J. L. Fox (Norton);

J. S. G. Sidecar (T.—1, B. Mack (Morton);

J. G. Sidecar (T.—1, B. Mack (Morton);

J. S. Riley (May Norton);

J. S. R. Hilley (May Norton);

J. S. R. Miles (Norton);

J. S. R.

# Highlights

FAMOUS ROAD-RACING, scrambles and trials stars relate their most thrilling experiences last year in a composite article by George Wilson to appear in next Thursday's issue. Another highlight will be the second part of "What I Rode in 1957" in which Vic Willoughby comments on roadsters,

In addition, there will be a wide selection of usual features and a fully illustrated report covering the M.C.C. classic Exeter Trial, the 33rd in the corios

Next Thursday

# **Tough Going**

SO tough was the going in the Minety Vale Club's 10th President's Trophy Trial on Boxing Day that 16 riders retired. W. A. Bell (197 Cotton) with a loss of 22 marks won the premier award from J. R. J. Webb (497 Ariel) by four marks. The course of approximately 12 miles contained 20 sections and had to be covered twice. Of the 76 entries, six were sidecars. These did one lap only and the award was won by K. Kendall (497 Ariel) with a loss of 34 marks.

President's Trophy (best sulo).—W. A. Bell (197 Cotton), 22 marks lost. Best Sidecar.—K. Kendall (497 Ariel), 54. Best Minety Vale Member.—J. R. J. Webb (497 Ariel), 26. Best 208 c.c.—P. F. Hammond (Greeves), 55. Best 356 c.c.—G. J. Drapyr (B.S.A.), 36. Best 509 c.c.—C. Palmer (Ariel), 36.

Draph (B.S.A.), 36. Best 300 c.s.—C. Paimer (Ariel), 38. Awards.—W. G. R. Faulkner (199 Triumph), 35; W. E. Jackson (197 Cotton), 41; W. Jackson, Jur. (197 Greeves), 24; I. P. Chapman (499 B.S.A.) and M. C. Povey (197 Greeves), 49; R. G. Jackson (147 Francis-Barnett's and M. C. Griffith (348 B.S.A.), 53; M. B. Smith (197 Cotton).

# Miller Again

INDIVIDUAL award in the Northern Ireland Boxing Day Trial, run jointly by the Ulster Centre and the Ards Club, was won—as you might have guessed—by Sammy Miller (497 Ariel). Fourteen observed sections were ridden, clockwise in the morning and anti-clockwise in the afternoon.

The Traders' Trophy for the best team went to the Lightweight Club, represented by Miller, J. Minnis (197 James) and Ben Crawford (497 Ariel). The trial was held at the Lead Mines, Conlig, most of the sections bearing a resemblance to those used in the

Hurst Cup Trial, but the very long hills and the woodland going were omitted.

the woodland going were omitted.

Traders' Traphy Team Award.—Lightweight Club: 8. H. Miller (497 Ariel) J. Minnis (197 Ariel) 4. Minnis (197 Ariel) 4. Minnis (197 Ariel) 4. Minnis (197 Ariel) 4. Miller (197 Ariel) 4. Miller (197 Ariel) 4. Miller (197 Ariel) 4. Miller (198 Ariel) 4. Miller (198 Ariel) 4. Miller (198 Ariel) 4. Miller (198 Ariel) 4. Minnis, 708.

First-class Awards.—D. G. Andrews (197 Ariel) 675; J. B. Lemon (197 James), 658; D. J. Campbell (497 Ariel), 652; W. J. Hutton (197 Ariel) 648; A. Moreland (197 Francis-Cambboll) (496 Ariel), 632; M. J. Hutton (197 Ariel), 648; A. Moreland (197 Ariel), 648; A. Moreland (197 Ariel), 649; A. Moreland (197 Ariel), 649; A. Moreland (198 Arield), 614; N. Greenawa, 638 A. J.S., 644; B. Mann (199 Triumph), 601; H. C. Parkinson (499 Royal Enfield), 580.

# On March 1

PROVISIONAL driving licences valid for six months, instead of for three months as at present, will be brought into force on March 1. The Minister of Transport is considering raising the fee, which he is empowered to do under the Road Traffic Act, 1956 up to a limit of 10s. No decision has yet been taken on when Section 18 (1) of the Act will be introduced to limit the number of provisional licences that a learner-driver may hold before taking the test.

# On the Air

In the programme "Motoring and the Motorist" at 7,30 p.m. tomorrow on Network Three, R. A. Wilson-Jones, chief engineer of Royal Enfields, will be speaking about motor-cycle braking. In the same programme Dr. Albert Fogg, director of the Motor Industry Research Association, will discuss various aspects of tyre blow-outs.

# **Manchester Training**

NEXT Saturday at 3 p.m. the Lord Mayor of Manchester, accompanied by the Lady Mayoress, members of the Manchester City Council and R.A.C. officials will attend the opening of a training ground at the Cleansing Depot in Water Street. Two clubs, the Manchester Eagle and the Manchester Lamberts will use the depot for instruction de-

Manchester Eagle and the Manchester Lambretta will use the depot for instruction under the R.A.C.-A.C.U. Training Scheme.

Two B.S.A. Bantam machines have been supplied by the R.A.C. for the Manchester Eagle Club's course which will start on January 11; details can be obtained from G. C. Ludlow, 2, Bromley Road, Brooklands, Sale. Next day (Sunday, January 12) the Manchester Lambretta Club will open its course and those interested should write to Peter Harrison, 27, Tatton Road North, Heaton Moor, Stockport. Three scooters have been donated, two by Fred Fearnley, the dealer, and one by Peter J. Agg, of Lambretta Concessionaires, London.

TEN thousand British and foreign birds and a wide variety of tropical fish will be on show at the National Exhibition of Cage Birds and Aquaria which starts at Olympia, London, on January 9. The hall is open to the public from 2.30 to 9 p.m. on the first day, 10 a.m. to 9 p.m. on January 10, and from 10 a.m. to 8 p.m. on January 11.

OLDER readers will learn with regret that Frank George Woollard, M.B.E., died in Birmingham last Sunday, aged 74 years. His work, especially in connection with flow production, was largely concentrated in the car industry, but in the early 1930s he was well known in the motor-cycle field as managing director of Rudge-Whitworth, Ltd.

AS part of the most extensive labour recruit-ment drive in its 60 years' history, the Villiers Co. has taken a shop in the heart of Wolverhampton's main shopping area. The shop is open every evening and Saturday mornings for interviewing and enrolling staff; in particular, there are vacancies for tool setters and other skilled and semi-skilled machinists.

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# CLUB NEWS



Bayawater.—January 3: Club night (H.Q., 8).

5: Lightwater (Marble Arch. 10.30). Birmingham Lambretta.—January 8: Club night; new members welcome (The Motorforme, Colebrook Road, Greet, Birmingham, 2). Broughton and Bretton.—New secretary: R. Naylor, 68, Valley Drive, Little Sutton, Cheshire. Burton.—January 5: Scramble (Caton Hall Farm, Draycott in the Clay, noon). Camel Vale.—Regulations for the January 19 open-to-centre trial from B. H. Jermey, 88, Fore Street, Bodmin, Cornwall. Croydon.—January 5: Support Three Musketeers Trial (Airport, 9.30).

Devonport.—Tickets for the annual dinner and dance, price 15s (5s for the dance only), from W. S. Blank, 11, Ivanhoe Road, 8t. Budeaux. Dittons.—January 5: Three Musketeers Trial (Hampton Court, 9.30). Edinburgh.—January 3: Combittee meeting. 5: Run (Pond, 10.30). 6: Natter night (H.Q., 7.30). Forces Motoring.—January 3: Social evening and Tombola (London Scottish, Buckingham Gate, London, S.W.1, 7.30). Ford Sports.—January 5: Shoebury Common (Green Tiles Café, 10.30). Harrogate.—January 5: Rediferan Trophy Trial; entries accepted at start (High Cayton Hall Farm, one mile west of Stainley, 1.30).

Kings Norton.—Sole toast at the annual dinner on December 13 was to the ladies by trials sidecar driver Sam Seston. Awards were presented by racing sidecar driver Bill Boddice who, with typical modesty, remarked that "every other club picks a celebrity for this iob. not Kings Norton!" Guests included Bernal Osborne (Motor Cycle). During the evening it was announced that the club had won the Midland Centre group trials shield—the sixth time in seven years, January 3: Business meeting (H.Q., 8). 5: Run (Crystal Palace, 1.30). London Touring.—January 3: Unb night (White Swan, Farringdon Street, London, E.C.4). Leeds Boad Minicar Owners.—January 3: Tombols (H.Q., 8). 5: Run (Crystal Palace, 1.30). London Douglas.—January 3: Tombols (H.Q., 8). 5: Run (Crystal Palace, 1.30). London Douglas.—January 5: Support Burton Kreet, Sam Hill.—Regulations for the January 1: Cubn night (Whi

Scramble (Adams Hill, 10). 8: Film show (Five Ways, 8).

Panther Owners (Home Counties).—January 5: Run to Southend (Gants Hill, 10). Peadennis.—January 3: Club night (Globe Hotel, Penryn, 7.30). Pennine Range.—January 5: Hadrow Scar (H.Q., 10.30). Plymouth Touring.—January 2: Natter night (H.Q., 7.30). 5: Widecombe in the Moor (Stadium, Pennycross, 2). Ravesabury.—January 5: Support Three Musketeers Trial Reading Ace.—Some 120 members and friends attended the annual dinner, dance and presentation of swards held on December 20. Chief topic is discussion was the coming-of-age of the club next year. It will be celebrated by a party and, towards held on December 20. Chief topic is discussion was the coming-of-age of the club next year. It will be celebrated by a party and, towards the end of the year, by a bumper dinner and dance. Membership stands today at 139—a record in the club's history. Speakers were the president, L. B. Sykes, D. J. Pike, D. Broughton, K. Searle and George Wilson (The Motor Cycle) who presented the awards. Rochester, Chatham,—January 4: Annual party (King's Head Hotel, 5). Somerton.—At the annual dinner and presentation of awards held on December 4 at the Red Lion,

# IMPORTANT **EVENTS**

Friday, January 3.—Exeter Trial: Starting at 10.30 p.m. from London (Peggy Bed-ford Hotel, on A4 near London Airport), Kenilworth (Warwicks) and Launceston (Cornwall).

(Cornwall).

Sunday, January 5.—Wolverhampton:
Vic Brittain Trophy Trial, Worfruna
Garage, Worfield, 10 miles from Wolverhampton on the Bridgnorth Road, 10
a.m. South Reading: Three Musketeers
Trial, California in England, near Wokingham, 10 a.m. Sturminster Newton:
Trial, Fox Inn. Ansty, 11,30 a.m.
Waterloeville: Ashford Cup Trial, Chairmaker's Arms, World's End, near Hambledon, noon. Otter Vale: Trial, Hare and Hounds, on Sidmouth-Honiton road, moon. Burion: Scramble, Caton Hall Farm, Draycott in the Clay, near Sudbury, noon.

aturday, January 11.—Neath: National St. David's Trial, Territorial Army Centre, 10 a.m. **Dublin:** Manders Cup Trial, C.P.I. Pit, Agh Farrel, near Brittas, 2

p.m.
uanday, January 12.—Aylesbury: Trial,
Carefree Café, Lower Road, Stoke Mandeville, Bucks, 10.30 a.m. North Berka;
Trial, Blewbury Filling Station, Blewbury, on A417 between Reading and
Wantage, 11.15 a.m. Bishops Waltham:
Trial, Jubilee Tavern, Dunbridge, 11 a.m.
Northallerton: Trial, Carlton Bank, Carlton-in-Cleveland, 10.30 a.m. Shepton
Mailet: Trial Mendip Service Station,
Gurney Slade, on A37, 10.30 a.m.

Somerton, the president, D. H. Jenkin, said in his speech that, during the last two years, membership had grown by 200. Royal Enfield Owners.—January 3: Games (H.Q., 7.30). 5: Support Three Musketeers Trial (St. Pauls, 8.30; E.S. Motors, 9).

South Liverpool.—January 5: Mystery run (Tunnel, 10). Southern Triumph Riders.—January 3: Esso Film show (H.Q., 7.45). Streatham.—January 5: Support Three Musketeers Trial. Sunbeam.—January 5: Support Three Musketeers Trial (Start, 9.45). Surrey Sidecar.—January 5: Trial (Start, 9.45). Surrey Sidecar.—January 5: Quarterly general rial (Esher Traffic Lights). Triumph Owners (North London).—January 3: Quarterly general meeting (H.Q., 7.30). (West Middlesex).—January 2: New Year celebrations (White Hart, Cranford). Triumph Owners of North-West Kent.—January 7: Film show (The Narvik, Bromley Common, 8).

Vagabonds.-January 5: Devil's Punchbowl

(Highway Café, 10). 6: Club night (Bull's Head, Turnford, Herts). Vincent-H.R.D. Owners (Coventry).—January 3: Avon talk (Phantom Coach, Coventry By-pass). (Essex).—January 4: Dinner and Dance (Cannon's Restaurant, 7). (North London).—January 7: Bring and bused (George, Holmes Road, Kentish Town, 8). (Southampton).—January 2: Club night (White Swan, Mansbridge, Swaything, 8). Watling Association.—January 5: London sightseeing tour and Science Museum (Queen of Hearts, 10). Wavertree.—January 8: Club night (The Flying Club, Speke Airport, Liverpool, 19). West Middlesex Amateur.—January 3: Theatre visit. Wood Green.—January 5: Support Mont' Christie trial (Alexandra Palace, 10). Worthing Eagle:—January 2: A.G.M. (H.Q., 7.30). Wrexham.—Trial scheduled for January 12 cancelled owing to foot-and-mouth disease in area. Tickets for annual dinner and dance, February 14, now available from W. H. Gittins, 21, Heol-y-Plas, Cefn-Mawr, Wrexham, Denbighshire.

# In Brief

THE next course in the R.A.C.-A.C.U. Training Scheme being run by the Antelope (Coventry) Club begins next Tuesday, January 7. Classes are held at Cheylesmore School, Mile Lane, Coventry. Details from E. E. Howard, 16, Ballioi Road, Wyken, Coventry.

ELECTED chairman of the Birmingham Centre of the Motor and Cycle Trades' Benevolent Fund for the third year is J. Masterton (Joseph Lucas). C. Gilbert Smith, managing director of Norton Motors, is re-elected as vice-chairman.

ON the newly completed section of the Crom-well Road extension at Hammersmith, Lon-don, the speed limit has been raised from 30 40 m.p.h. Temporary signs indicating the new limit have been erected but will be replaced by permanent signs later.

COLOUR maps in relief showing the exact situation of resorts in the winter-sports region of France, and other extremely useful information, are published in a 60-page booklet "France-Winter Sports," issued free by the French Government Tourist Office, 178, Piccadilly,

IT is announced by the distributors in Great Britain that the N.S.U. Three-Star Prima scooter (referred to in The Motor Cycle for December 5) will not be imported this year. The range will, therefore, comprise the long-established 148 c.c. Prima and the 174 c.c. Five-Star Prima.

LIGHTING-UP times for 1958 are given in a handy pocket-size timetable and mileage indicator just published by the Royal Automobile Club. The folder is available free to members from any R.A.C. office or direct from head-quarters, 85, Pall Mall, London, S.W.I.

INCREASED production has necessitated a move by Rankin Sidecars, Ltd., to larger premises at Ash Road, Satley, Birmingham, 8 (telephone: East 1611). The move has enabled the wood-working, painting and erection departments to be brought under one roof.

DURING 1957 the record sum of over £200,000 DURING 1957 the record sum of over £200,000 of the Automobile Association for members who suffered losses not covered by the normal compulsory third-party insurance. In the course of the past 10 years, the total compensation secured by the A.A. for members amounts to nearly £1½

OVER 125,000 people have seen the R.A.C. diamond jubilee exhibition, "The Age of the Motor Car," which opens in Norwich today. The display is staged at the premises of the Norwich Motor Co., Prince of Wales Road, and will close on the evening of Saturday, January 11. The next venue is Hull.

VETERAN and vintage machines, presented by Comerfords, Ltd., will be on show at the Daily Herald's International Holiday and Travel Exhibition from January 14 to February 8 at Belle Vie, Manchester. Fred Fearnley's of Manchester, are to display Lambretta scooters and AeroMarine Sales will have two Amanda water scooters for which Vincent engines are employed. Geoff Duke and Jack Brett will be visiting the Scarborough Corporation stand from time to time.

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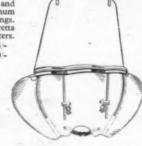
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SLOCOMBES OF NEASDEN!!! for your new N.S.U.; terms an i exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 tines. [C1115

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[S1044/R]

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A.J.B., 1956, 188 500 c.c. O.H.V. Twin, springer, with Watsonian Avon sidecar.

ALIELS, 1955, FR 650 c.c. Twin O.H.V., awinging arm springer, with Watsonian Avon sidecar.

ALIELS, 1956, FR 650 c.c. Twin O.H.V., awinging arm springer, with Watsonian Avon sidecar.

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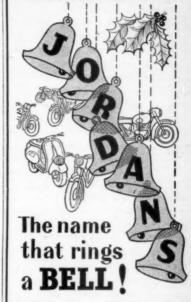
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MANY others including 1957 price-reduced models, terms over 12, 18 & 24 months, exchanges welcomed. Also Panther & Villiers spares—accessories—clothing.—H. A. Saunders Ltd., 616, Finchley Rd., Gloders Green, N.W.II. Speedwell 4437.

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1956 125cc Rumi twin scooter; £105.

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ALL the above on our own hire-purchase terms.—
[C1180]

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3 ONLY ex-R.A.F. 350cc ohv tele Matchless, re-conditioned and fully guaranteed at £45 each or

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1947 Norton model 18 500cc, teleforks; £39/10.

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H.—1948 B.S.A. 500 twin, s/car gears, super, £69; 1954 A.J.S 500 single, amazing condition, £139. HARRY NASH.—Third down, 24 months' hire pur-chase.—391, King St., Hammersmith, W.6. Riv

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1956 B.S.A. C12 250ohv swinging arm, very smart;

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1956 Triumph Tiger Cub, 200cc, spring frame, dual seat; £105.

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months of throughout; £129, dep. £43, balance 24

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CALL, write or phone 41181.—Dawsons Motors. | C1029

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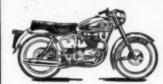
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If you cannot call—put your retaining deposit of \$2 in the cost today—each machine a bargain—we need the space !

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1957 (Movember), on owner, looks like new, Chyorenbert, on owner, looks like new, 1166-57, Stanmore, Middx. Tel, Grimsdyke [C1004]

COMERFORDS.—Exchanges, terms.—Portsmouth Rd., Thames Ditton. Emberbrook 5531 (6 lines) [C1016 GODFREYS, Ltd., for Heinkel 3-wheeler at all depots includ, Bushwood Corner, E.11. See display advts. [C1052/R

CLAUDE RYE, Ltd., for your new Heinkel; imm diate delivery; terms, exchanges welcomed.—38 921, Fulham Rd., S.W.6. Renown 6174. [C1105 [C1105/R

WHITBYS OF ACTON offer Heinkel Cabin Cruiser at old price of £379/15; exchanges, terms.—273, Acton Vale, London, W.3. She. 5355. C1128

1957 Cabin Cruiser, heater, spare wheel, one owner, mmediate delivery, visit us for no-obligation trial run or phone for demonstration at your home or office, h.p. terms, exchanges motor cycles, cars or 3-wheelers.—Blocombes I td., Dudden Hill Lane, N.W.10, Willesden 4666/3934.

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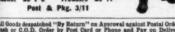
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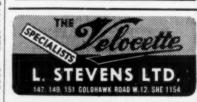
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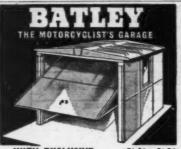
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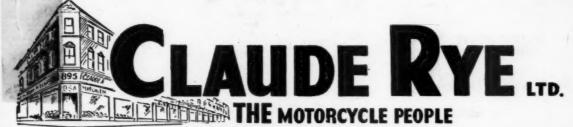
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